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AUTOSPORT

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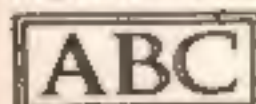
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David Purley slowly drives back to the pits, after his brave attempt to rescue Roger Williamson.



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AUTOSPORT, AUGUST 2, 1973

EDITORIAL

Anybody who saw the television film of Roger Williamson's accident at Zandvoort last Sunday, whether he is a motor racing enthusiast or not, will have been shocked, horrified and disgusted. Those of us who are enthusiasts will also have felt a strong sense of shame.

It is only too easy to examine the whole sorry tragedy in emotional terms, but it is not for AUTOSPORT to do that here. Instead we must look at why it happened, and decide what awful lessons can be learned. The full heat of international publicity has been focussed on the accident, and, although this may be a bad thing in all sorts of ways—particularly for Roger's family and close friends, and also for the public's image of motor racing—it cannot fail to put the greatest possible pressure on those responsible for making motor racing safer.

At the request of the GPDA the Zandvoort circuit authorities had spent a large sum of money on Armco barriers—and before the anti-Armco merchants rush into print, let it be said, on the authority of the one driver who watched the accident happen, that (a) had there been no Armco, the car would have been far more severely damaged, and (b) had the car hit the Armco slightly differently, it might not have turned over. As with seat belts, there may be some accidents for which Armco is not the right solution; but, again like seat belts, provided it is properly fitted, the evidence is that it is by far the best compromise yet found.

But, while improving the circuit, Zandvoort all too obviously failed to provide adequate fire fighting equipment and personnel. There were some marshals in asbestos suits: they were at other corners. The marshals who were nearest the scene were plainly inexperienced, or unwilling to accept the burden of responsibility which is part of the specialised job of marshalling. One is tempted to hope—as David Purley did in his sensible and unsensationalist comments on television on Monday—that the circumstances would have been different at a British circuit, because we have more top-line marshals with better equipment, better training and a higher sense of responsibility.

Boycott is a nasty word, and Jackie Stewart has been brave enough to shed a lot of his popularity by leading efforts to reduce the pointless dangers of motor racing—the ones involved after the car has left the road. But the drivers know, and you know and I know, that the safety equipment of some international circuits is still pathetically inadequate. If the CSI won't get it right, and the circuit owners and organisers won't get it right, only the drivers and constructors are left to force some action and demand, not dramatically expensive equipment like helicopters or round-circuit piped extinguisher systems, but simply half a dozen working extinguishers every 150 yards with properly clothed, properly trained personnel who are prepared to get in there and operate them. If boycott action by drivers and teams is the only way that this simple necessity can be met, good luck to them. They will have AUTOSPORT's support.

our cover picture

Jackie Stewart working hard in the Elf Tyrrell at Zandvoort on his way to his record-breaking 26th Grand Prix victory. Photo: Peter Barn

Zandvoort inquiry

An inquiry is being urged in the Dutch parliament regarding the horrible tragedy at Zandvoort on Sunday, which claimed the life of Roger Williamson.

The circumstances of the accident were sadly portrayed in television and press coverage this week, and the immediate reaction was immense anger at the length of time before a fire extinguisher was brought to the scene from the nearest fire point and the awful fact that no one could help David Purley in his efforts, as the inexperienced marshals at the scene of the accident were not wearing fire-proof clothing. Both points which British tracks cover at club meetings and international events.

In addition to the above points, further strong protests have been voiced as to why the race was not stopped and the dreadfully long time before the fire engine reached the scene of the accident. The combination of the pathetic fire-fighting precautions immediately the accident happened and the length of time before the fire engine arrived, are points which the organisers are at complete fault and which they have failed to answer with their so far scandalous remarks.

The CSI chapter on criteria for circuits emphasises this point. It clearly states that:

"Primarily, it must be remembered that the decisive factor in any fire-fighting operation is the personnel and the importance of properly trained operators cannot be over-emphasised. Fire-fighting arrangements must fulfil two basic requirements:

"— to reach the fire and rescue the driver within a defined time;

"— to have adequate and appropriate means to completely extinguish the fire."

The chapter later relates that "fire-fighters must have reached the scene of the incident and be capable of intervening with adequate means to clear the cockpit of the car within 30 seconds of the accident. A mobile appliance with the means to

completely extinguish the fire must be on the scene not later than 30 seconds after the accident."

The chapter also relates that "portable extinguishers, each with an operator, should be placed at 300 metre intervals along both sides of the track. These are the maximum intervals acceptable."

These CSI recommendations make it plainly apparent that the Zandvoort circuit did not comply with most of them with regards to an accident involving fire. The CSI will, one hopes, investigate this matter and bring out further regulations, making such items compulsory and the wearing of fire-proof clothing by fire marshals compulsory.

As well as the urging of an enquiry in the Dutch parliament, further questions were asked there as to why the race was not stopped and if motor racing receives a government subsidy in the Netherlands. If it does, the questioning MP Dr Voogd asked the minister responsible for sport to consider whether this subsidy should be continued.

In an interview with *The Times* on Tuesday, Jackie Stewart commenting on why more drivers didn't stop at the accident said: "The drivers were not in a position to judge what was going on. People on the site were in the best position to decide. We had to go along with whatever they decided."

Finally, Denny Hulme, president of the GPDA, commented in the *Daily Telegraph* on Tuesday: "Unless something is done about fire-fighting at circuits to put the whole business on a professional footing, I don't want anything more to do with motor racing."

Further and immediate compulsory fire-fighting regulations are urgently needed. The tragedy is that it has cost the life of one of Britain's best-ever and most promising drivers, Roger Williamson, before better regulations are made.

Monza will close in '78

The Monza circuit is to close down at the end of 1978, as the land is to be reclaimed by the Government for leisure purposes. Although the circuit has come under question since the number of fatal motorcycle accidents in recent months, this is not the cause for the circuit's closure, and it will remain open until the end of the 1978 season, which is when the current term of planning permission expires. However, for safety reasons the Italian Grand Prix scheduled for September 9 at Monza is in doubt.

Redman wins L & M

The sixth round of the L & M F5000 series was held last Sunday at Elkart Lake. Victory this time went to Britain's Brian Redman in the Carl Haas/Jim Hall Lola T330. Jody Scheckter who won the previous four

Brian Redman—F5000 win.



rounds, Redman having won the first, finished second, 1.5 s behind. In Sid Taylor's Trojan 101 while Eppie Wietzes was third virtually dead heating with Scheckter in his Lola.

The first heat was won by David Hobbs in the Carl Hogan Haggard Slacks Lola from Wietzes after Scheckter made a pit stop to replace a punctured tyre which lost him his 10 s lead and dropped him to fourth. The second heat was won quite easily by Brian Redman who started from pole position in the final.

David Hobbs spun while second in the final on lap two which gave Redman a bit of an advantage. Scheckter, starting from the fourth row, worked his way up the field but once in second place had great difficulty in shaking off the impressive Wietzes. Hobbs recovered to finish a distant fourth while Bobby Brown took fifth in the Anglo American Racing Chevron B24 on the last lap when Mark Donohue's Penske Lola-AMC ran out of petrol; Donohue was eventually classified sixth.

Scheckter retains his lead in the championship and now has 110 points to Redman's 70.

Lyncar to build F1s?

There seems a good chance that there will be another new manufacturer in Formula 1 next year. Rumours have been gathering strength recently that Lyncar were in the process of building an F1 chassis. John Nicholson, the man responsible for rebuilding all the McLaren DFVs and driver of the ultra-successful Formula Atlantic car, told us on Monday that there was a car on the drawing board and that they were definitely thinking on the lines of F1.

It appears that there will not only be one car for Nicholson himself to drive but maybe two others; they are at the moment talking to two teams already involved in F1 about the possibilities of providing them with chassis for next year. Nicholson said that if they were com-

missioned to build cars for anyone else it would increase the prospects of there being a car for himself.

Lyncars are designed by Martin Slater and so far three have been produced. John Nicholson had the first which he has used to good effect in Atlantic over the past two years. Last winter they did in fact build a DFV-engined car for David Good to use in the hillclimb championship. If they were to build an F1 car next year it would be just a matter of a new monocoque being built to the F1 regulations and fuel capacity.

A second FA car has been built and raced by David Oxton. The car is currently for sale but if it is not bought Oxton is likely to drive it for the rest of the season.

No Hunt at Ring

The Hesketh F1 March for James Hunt will be missing from this weekend's German GP. The reasons for their withdrawal from the race are that the car is to undergo an extensive testing programme and that with Cosworth still on holiday at Northampton, the team haven't enough engines to go to the Nürburgring.

● Now that Andy Sutcliffe has moved in to the ranks of Formula 2 with Mitford backing, his Formula 3 Elden was being tried out by American Ted Wentz at Brands Hatch last week.

Heavens on top

Roger Heavens won the first round in the Angola sports car series at Luanda last weekend. Driving his Chevron B23, Heavens completed the 48 laps in 2 h 0 m 00.1 s, which was just 7.7 s ahead of Jose Uriarte driving Roy Johnson's Chevron B19. Also on the same lap was John Rowe's Chevron B19, which finished ahead of Emilio Marca's Ford GT40, Nobilio Albercati's Lola T212, Tony Birchenough's Lola T290 and Ian Harrower/James Bell in a Chevron B21. Heavens recorded the fastest lap in 2 m 21.04 s.

From the many thousands of entries for the Autosport Ladbroke's competition forecasting the result of the John Player Grand Prix, only six predicted that Peter Revson would win. Of those six, two predicted that Ronnie Peterson would come second, and the winning entry was decided by the entry which predicted that Denny Hulme would finish in the first six.

The winner therefore, is Robert Burns of 38 Oldberry Road, Edgware, Middx. His prediction was: 1, Revson; 2, Peterson; 3, Cevert; 4, Lauda; 5, Watson; 6, Hulme.

1974 G1 regs proposals

The regulations for next year's Group 1 and production saloon car racing are expected to be announced in the next few weeks, now that the SMMT have made their recommendations for the formula.

As was previously announced in these pages, next year's RAC national Touring Car Championship will be run for Group 1 cars instead of Group 2, and the regulations used will be the FIA Appendix J, which permits the use of racing tyres. The permitted cars are those homologated FIA Group 1 cars, but where the FIA regulations vary from the SMMT recommendations for the RAC Touring Car Championship is on the classes.

Capacity classes will be used for the big championship, and the SMMT have firmly recommended a 4-litre capacity limit. Their proposed classes for the RAC Championship are: 1300 to 1600 cc, 1601 to 2500 cc and 2500 to 4000 cc. These recommendations will now be presented to the RAC Competitions Committee for approval or otherwise. Twelve rounds are already scheduled for next year's RAC Group 1 Championship.

The club version of Group 1—production saloon car racing—will continue in similar format to this year's series. Classes will be by price with a percentage increase in comparison with rising costs, but for next year it is

proposed that there will be a maximum price limit, rumoured to be £3,000 total, which will again exclude most American cars and the larger BMWs. Road tyres will be used and the list of permitted cars will be those FIA homologated and that appear in the Autocar's Buyer's Guide 1974. Again, sponsored championships will be run for the club production saloon car formula.

Certain of the SMMT recommendations aren't going to be welcomed—particularly for those hoping to race American cars—but it would seem unlikely that these recommendations will be altered when the RAC Competitions Committee officially announce them before the end of August.

Mosport USAC versus F5000 is cancelled

Mosport Park has cancelled its proposed USAC race that would have been held at the Canadian road circuit on August 5. Controversy has raged over the past couple of weeks concerning the admission of Formula 5000 cars into a race originally conceived to be just for cars fitting USAC specifications.

USAC had feared that the F5000 machines would be superior on a road circuit when facing the turbocharged Offy-powered Indy-type cars. This fear seemed well founded in fact. However, most USAC regular competitors did not want to enter the Mosport race as they did not wish the additional expense of building up one car just for the Canadian event, the only USAC round on a road circuit in 1973. Among those indicating that they would not attend were the Vels Parnelli team of Andretti, Leonard and Al Unser, the Olsonite Eagle crew of Bobby Unser and the Gulf McLaren team. McLaren had originally scheduled a Mosport test day but cancelled out at the last minute.

With less than half a dozen entries and the race less than two weeks away it was decided on July 23 to open the event to F5000 machinery. Both the track promoters and USAC saw this as the only choice to fulfil contractual commitments. However, only Andretti had indicated that he would race an F5000 car. Enquiries had been received from Carl Haas and Sid Taylor about the possibility of running their F5000s in the event and it seemed that this would come to pass. But track promoters thought again and decided that if they were advertising the race as "the Canadian Indy" there would be no point in running the event with less than the advertised Indy cast. Thus for another year the much talked-about USAC invasion of North American road racing has ended without ever beginning.

South Africa to continue F1, F2, F5000

A surprising turn of events has taken place in the South African motor scene. Although the country's promoters, at their annual conference on the 21st June put out a statement that they were recommending to the National Competitions Committee of the Automobile Association that the Formula for the next two years should be F5000 and F2 combined, the National Competitions Committee has decided that the present multi-formula, consisting of Formula 1, Formula 5000 and Formula 2 will continue.

The NCC in announcing this said that it was "complying" with the wishes of the majority of promoters who had since their conference had a change of heart. It certainly looks as though there has been a great deal of back door lobbying by owners and sponsors of Formula 1 cars but the Kyalami promoters, as well as those in Bulawayo and Natal, have indicated that they back the move. It seems surprising in view of the fact that both Kyalami and Roy Hesketh circuits had the smallest crowds ever for their last two National meetings.

Lucky Strike racing have indicated that if the formula remains unchanged they will buy another Formula 1 car for an up and coming South African, probably Nola Nieman. Charlton is also talking about buying the Eddie Pinto Brabham BT26 to run for another driver so there could be four or five fairly good Formula 1 cars on the starting grids next year. One can only assume that the promoters are confident that this move is the right one and that they can attract the crowds back to their circuits, to make motor racing profitable again. Time will tell.

Ikuzawa quits Europe

At Mantorp Park last weekend popular Japanese driver Tetsu Ikuzawa announced his retirement from European racing.

Tetsu first came to Europe in 1966 and started doing F3. First with a Brabham and then a Lotus he was one of the best drivers in the category especially in 1969 when he purchased the very first Lotus 59. Throughout that year he won races in Britain and abroad being especially prominent in big slipstreamers.

In 1970 he moved into F2 with a Lotus 89 and scored a number of good placings. In 1972 he switched cars to GRD maintaining his close ties with Mike Warner. He continued to race this car until his retirement, this year being in an all Japanese team with Hiroshi Kazato.

His retirement will be to concentrate on his business interests in Japan that vary from the Sigma Automotive company, whose sports car fitted with a Wankel rotary engine raced at Le Mans this year, to several promotion and public relation companies.

There have been many rumours that a 2-litre Japanese engine



Tetsu Ikuzawa—going home.

will be appearing in Europe and with the previous visits to Japan by Mike Warner, notably to Toyota, it is possible that the long-term association between Ikuzawa and Warner will be continued in the future on further and far reaching business interests connected both with racing car chassis and engine construction.

Tetsu will continue to race in Japan in the Fuji sports car series next season.

BRIEFLY...

● Contrary to recent reports the Austrian round of the 2-litre sports car scheduled for the Osterreibring on September 16, will be held. The organisers did originally think that they would not be able to afford to run the event but have since found sufficient funds.

● Top Radio 1 disc jockey Noel Edmonds, who earlier this year won the DJs Mexico at Brands Hatch, will be racing Mike Smith's G1 Escort in the production saloon race at Brands on August 12, the Radio Luxembourg meeting.

● MRC will be running their two-week holiday to Antigua at the end of this year following the success of last year's venture. The holiday has been organised in conjunction with Antiguan F3 driver Mike Tyrrell and is open to anybody connected with the sport.

The cost last year was £165 all-inclusive and it is expected that there will be a 12% increase this year. Interested parties should contact Barry Bland at 01-930 9546.

● Further to our Road Test on the TVR 3000M in last week's issue, the headline was misleading in stating that the car was noisy. Apologies to all.

● The final round of the Lombard North Central Formula 3 Championship takes place at Brands Hatch on November 4, not November 14th as stated in last week's issue. Organisers are the Maidstone & Mid-Kent MC.

● Further to John Bolster's comments regarding the standard equipment of the Peugeot 104 (July 19th issue), a heated rear window is part of the original equipment on the UK models and is included in the price of £1194.

● Tiff Needell has a new mount instead of his Autosport competition-winning Lotus 69, which incidentally is for sale. Needell is now driving a Scholar-powered Elden Mk 10.

Pit and Paddock

Croft future in doubt

The future of Croft Autodrome as a motor racing circuit is in doubt. Although the directors of Croft Autodrome have not issued any details, they have made an application for planning permission to build a hotel, shopping precinct and homes for 3,000 people on the 168-acre former RAF airfield and turn the circuit into an "executive village."

Croft Rural Council have referred the application to the North Riding County Council planning committee, but if the permission is granted then Northern motor racing will suffer a major blow. In a local newspaper interview, Bruce Ropner, chairman of the company, has refused to comment on the reason for the change from racing to a new village, and on how long racing will continue at the autodrome.

Chris Meek's Titan Property Group have made a serious offer for the circuit. His was a substantial offer and Meek commented that "it came as a surprise to the minority shareholders when the offer was rejected, but of course, the reasons are now obvious why they did not accept." The Titan Property Group's intentions were to retain the circuit but to considerably improve the amenities and leisure facilities. It seems there is still a chance of an agreement between Croft Autodrome Ltd and Titan Property Group, and we certainly hope there will be for the future of racing at this northern circuit.

James Hunt was presented by the Prix Rouge et Blanc Joseph Siffert at Zandvoort last weekend. He won the award by finishing fourth at Silverstone. His sponsor Lord Alexander Hesketh (left) watches with satisfaction written all over him.



● FF newcomer Rupert Keegan, who won two out of his first three races with a brand new Royale-Rowland RP16 will be sponsored by British Air Ferries which are based in Southend. A subsidiary of BAF is Trans Meridian Airlines, the largest airline cargo firm in Europe, who transport racing teams all over the world at special charter rates.

F1 battle at Nurburgring

The F1 circus moves to the Nurburgring this weekend for the German GP. With so little time since Zandvoort there will be no significant changes to the entry except that Hesketh Racing have decided not to go and there will of course be no works March. It looks as though Ferrari will also not be there again which may mean that Jacky Ickx, a Marlboro sponsored driver, will drive one of Frank Williams' Iso Marlboros. A spokesman for the team said on Tuesday that no decision had been taken about the second driver but there were two possibilities. Rolf Stommelen, who has not driven in F1 since Elfeland pulled out last year, will be making his comeback in the rebuilt Pagnossin Brabham BT42.

Following Jackie Stewart's win at Zandvoort he now has a 10-point lead in the championship table and as an acknowledged Ringmeister must be favourite to increase his lead and chances of regaining the championship. Emerson Fittipaldi should be fit to drive his JPS and will be anxious for a good placing not only to keep in touch with Stewart and to try to retain his title but also to open out the gap which has narrowed recently following his four successive non-finishes, to teammate Ronnie Peterson and Francois Cevert.

BBC-1 will be televising part of the race during Sunday afternoon.

● Toyota have officially withdrawn their works Celicas from the European Touring Car Championship round scheduled for Zandvoort on August 5, in protest against the pathetic fire-fighting precautions in connection with Roger Williamson's fatal accident. Some doubt has been expressed as to whether the race is still on.

Silverstone's Tourist Trophy

This year's Tourist Trophy at Silverstone—Britain's only round in the European Touring Car Championship—will be run in two 2-hour parts on Sunday, September 23 for Group 2 cars in two classes, up to and over 2000 cc. As the race also qualifies for the RAC British Touring Car Championship, there will be subdivisions at 1000 cc and 1300 cc.

However, all cars competing in the race must qualify within 120 per cent of the average time established by the fastest three cars overall and not in each class, and owing to recent incidents the BRDC have stated that this will be rigorously enforced. Because of this, it has been decided not to include a proposed Group 1 class, although any quick Group 1 cars which can get within the qualifying time will be allowed to start in the Group 2 class.

Supporting races to the Tourist Trophy are the final round in the JCB Historic Car Championship and the penultimate round in the STP Formula Ford Championship.

Roger's funeral

Roger Williamson's funeral will be at St Gabriel's Church, Leicester, on Friday, August 3, at 2pm, and afterwards at Gilroes Crematorium. Flowers can be sent to Ginn's Gutteridge, Vaughan Way, Leicester.

● As our Correspondence page closed early for press this week, we regret that we have been unable to include any of the hundreds of letters received on Tuesday regarding Roger Williamson's fatal accident.

● We regret to report that the Oxford Radcliffe Hospital misinformed us last week regarding the state of health of Gavin Booth, who was involved in the saloon car accident at Silverstone at the John Player Grand meeting. Although recovering, Gavin is still in Oxford Radcliffe Hospital, where he will be for some time. Apologies to Gavin and his family.

● The CanAm round scheduled to take place at Michigan on September 30 has been cancelled, this date now being taken over by the final round in the Formula 5000 L&M Championship at Seattle, Washington.

● The Group 2 RAC British Touring Car Championship round scheduled for Ingliston on August 19th is definitely on, with nearly £3,000 in prize money and travelling expenses. There will be one hour's practice and the race will be run in two heats and a final.

Massimo Larini

We regret to report that Massimo Larini died last Saturday from injuries sustained in the Spa 24 Hours touring car race on July 21/22. Larini's car went over the top of a guard rail and fell into a ravine, and he never regained consciousness in hospital at Liege. Larini, with co-driver Carlo Facetti, was leading the 2-litre class with their Autodelta 2-litre Alfa Romeo GTAM G2 car when the accident occurred.

Larini had been a member of the Autodelta Alfa team for eight years, being a leading driver in their 1300 GTA team when Alfa Romeo won the European Touring Car Championship. Larini, who was 31 years old, was married with two children and AUTOSPORT offers its deepest sympathy to them.

Schenken's F5000 chance

An unfortunate non-runner in the L & M F5000 Championship round at Elkart Lake last weekend was Tim Schenken. While in America for the Watkins Glen sports car race Schenken arranged to drive a McRae for Fred Opert in some of this year's remaining races. The car was Graham McRae's 1972/3 Tasman Championship winning chassis which had passed into the hands of Gregg Young but had never appeared.

A lot of work was put into getting the car ready but when the engine was stripped it was found that all the bearings had gone and that there was no way of getting another in time for the race.

Opert, who is American agent for Brabham and Tul, was at the Mantorp Park F2 race last weekend watching over Bertil Roos, the chief instructor at Opert's racing school at Pocono, who was driving a hired GRD in his first F2 event. Opert said that he thought he would run the McRae at some stage this year if not for Schenken then for Roos, who is currently cleaning up the US SuperVee series in a Tul.

Opert is currently thinking along the lines of a works US Brabham F5000 team for next year with Carlos Reutemann and Wilson Fittipaldi as drivers.

● The BRSCC are arranging a meeting of production sports car competitors in the Garden Lounge of the Kensington Close Hotel, Wrights Lane, London, W8, at 8 p.m. on Tuesday, 7th August.

The purpose of this meeting will be to discuss the format of the STP Production Sports Car Championship vehicle regulations for 1974. Anybody who is interested in the future of the formula will be welcome.

● Bill McGovern's accident at Mallory Park on July 22 when his Moskvich hit the bank at Gerards was caused by a front nearside wheel hub breaking, causing the errant wheel to pass McGovern in to the corner.

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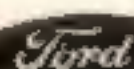
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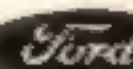
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SILVERSTONE Sunday August 5 RADIO LUXEMBOURG F5000 TROPHY MEETING / 1st Race 14.45 hrs

Organised by the BRSCC (Midland Centre)

40-lap European Formula 5000 Championship Race with all the top drivers competing—Lunger, van Lennep, Thompson, Dean, Pilette, Gethin, McRae, Rollinson, etc., plus races for Formula Ford, Special Saloons and Production Sports and Saloon Cars.

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THRUXTON

Britain's only round in European GT Championship attracts top Porsche and Pantera entries—excellent F3 and historic entries.

Porsche Carreras dominate the entry list for the European GT Championship race meeting at Thruxton, which is being enthusiastically sponsored by Alcoa. Heading the Porsche Carrera line-up are German drivers Clemens Schickentanz and Georg Loos; Swiss drivers Paul Keller, Bernard Cheneviers, Claude Haldi and Jean-Pierre Pochon; Swedish drivers Bengt Ekberg, Roland Larsson and Kurt Simonsen and Italy's Ennio Bonomelli and France's Claude Ballot-Lena. Main opposition to the 17 Porsches, are a quartet of de Tomaso Panteras driven by Giampiero Moretti, Mario Casoni, Max Oliver and "Gero," and Pete Brown's JCB Ferrari Daytona.

The Alcoa Gran Turismo race starts at 3.15 pm on Sunday and is over 40 laps.

The Alcoa Formula 3 races qualifying for the British Forward Trust and French Formula 3 Championships, have attracted superb entries for the two 15 lap heats and the 20 lap final. The French contingent include the Martini drivers Jacques Laffite, Jean-Pierre Paoli, Bernard Beguin, Christian Ethuin, Alain Cudini, Jean Max and Bernard Chevannes; the Alpines of Michel Leclerc and Alain Serpaggi, and Pierre Francols Rousselot's March. Other continental entries include Carlo Giorgio's March, Giorgio Francia's Brabham BT41 and Paulo Bozzatto's March.

There is an excellent turn-out of British-based competitors including Tony Brise, Ian Taylor, Mo Harness, Masami Kuwashima, Mike Wilds, Alan Jones, Johnny Gerber, Barrie Maskell, Bernard Vermilio, Buzz Buzaglio and Andy Sutcliffe.

The JCB Historic Championship makes its first appearance at Thruxton, and to celebrate the occasion, there is a magnificent entry headed by championship leader Neil Corner in his 3-litre Grand Prix Aston Martin. John Roberts' Lotus 16 will be doing

its best to stop Corner's domination, and other notable entries include Alan Cottam and Cameron Millar in Maserati 250Fs; Charles Lucas and Colin Crabbe in Birdcage Maseratis; Paul Weldon's Lister-Chevrolet, Lister-Jaguars for Nick Faure, Richard Bond, John Harper and Anthony Hutton; Martin Morris' D-type Jaguar, Hon Patrick Lindsay's ERA and a trio of Cooper-Bristols.

Also included in this superb six-race programme, is an Alcoa special saloon race which should see a good battle between the assorted Escorts of Brian Cutting, John Turner and Vince Woodman, Gerry Marshall's Firenze and Tony Hazlewood's Daf-Rover.

Practice takes place on Saturday from 9 am to 5.30 pm, and the six-race programme starts at 1 pm on Sunday with the first Formula 3 heat. Thruxton is situated near Andover on the A303.

SILVERSTONE

Fabulous Formula 5000 entry for 46 lap race on Club circuit—five supporting races.

There's a tremendous entry for this Sunday's Radio Luxembourg Trophy race—a qualifying round in the closely fought Formula 5000 Championship. Already times of under 50 s have been established in private testing, so watch for that outright record to take a battering. Leading entries are Brett Lunger, Keith Holland, Bob Evans and Willie Green in Trojans; Peter Gethin, Steve Thompson, Teddy Pilette, Chris Craft and Tony Dean in Chevron B24s; Gija van Lennep, Guy Edwards, Tom Belso, Ian Ashley and Brendan Molnerney in Loias; Brian Robinson's McLaren M19, Damien Magee's new Brabham, David Oxtan's Begg, Graham McRae's McRae and debut appearances for Richard Knight (Kitchmac) and Pierre Soukry (Connew).

Over 20 competitive cars for this 40 lap race, which should make for some really exciting racing on the fast 1.84 mile club circuit. Practice for the F5000s takes place between 11.20 am and 12.50 pm and their race is the last on the programme, start-

ing at 5 pm.

Opening the proceedings at 3pm, are two seven-lap Formula Ford heats for the 15 lap BOC Final. Leading entries include Derek Lawrence, Donald MacLeod, Richard Hawkins, John Crowe, Mike Taylor, Pete Clark, Stephen South, Frank Hopper and Mike Young. The 10 lap MCD special saloon car round has attracted a strong entry too, including Mick Mill's Boss Capri, Tony Strawson and John Elton in Ford Falcons, Tony Sugden's Escort TC, Pete Shelton's 5-litre Cortina-GT40 and the rapid Minis of John Chappel, Geoff Wood and Brian Cox. Although a non-championship race, the mixed production saloon and production sports race should provide lots of fun with entries including Tony Lanfranchi's 3-litre BMW, Stuart Graham's Camaro, Chris Meek's de Tomaso Pantera, John de Stefano's Porsche Carrera, Malcolm Wayne and Julien Stock in Europes and John Handley's Triumph TR6.

MALLORY PARK

Nine races are planned for this Sunday's championship race meeting at Mallory Park, held on the 1-mile club circuit. Three of the races are qualifying rounds in the Britax production saloon car championship, with the largest price class having a race to themselves, in which Richard Lloyd and Les Leston in Camaros contend with the BMWs of Roger Bell and Tony Lanfranchi, the 3-litre Capris of Gordon Spice, Tony Shaw and John Brindley and the Alfas of John Handley and Stan Clark. Bernard Unett's Hunter and Tim Stock's Firenze head the £1050 to £1500 race, while the remaining classes have their own race, which should be won by Dutton's Escort Sport.

The ShellSport clubman's formula championship classes have a race for each class with most of the top names in that formula scheduled to appear, while a further clubman's formula race is also billed and in the Castrol/MN Sports GT race John Jordan's McLaren is favourite. Two Formula Ford races complete the programme, which starts at 2.30 pm after morning practice.

SNETTERTON

The 750 MC's seven-race programme at Snetterton this Sunday caters for the clubmen, with races for 750, 1200, Monoposto, F4, Mini 7, saloon and FF. Entries include Robin Smyth, Mike Street, Fergus Tait, Mike Taylor, Trevor Scarratt, Dennis Nott and Robert Joubert.

First race starts at 2.30 pm.

LYDDEN

This Sunday's eight-race programme at Lydden features races for FV, FF, Mini 7, clubmen's, saloons and modsports. Familiar names in the entry list include John Homewood, Glyn Swift, Bob Jarvis, Bruce Venn, Ian Phillips, Herb Moger, Colin Folwell and Dave Bettinson.

First race starts at 2.45 pm.

GREAT AUCLUM

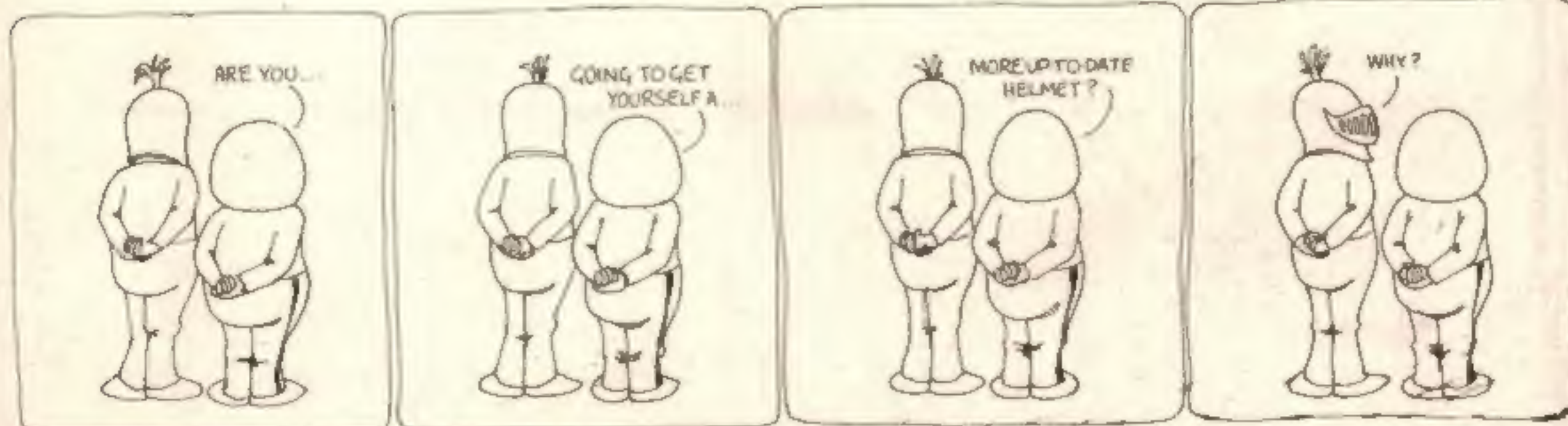
Following their trip to the Channel Islands, the RAC Hillclimb Championship competitors travel to Great Auclum, Burghfield Common (exit no 11 on M4) this Saturday for the next round in the championship, which is still led by Mike MacDowel. The course is only 440 yards long, but is very tricky and from the 2.30 start, plenty of entertainment is assured.

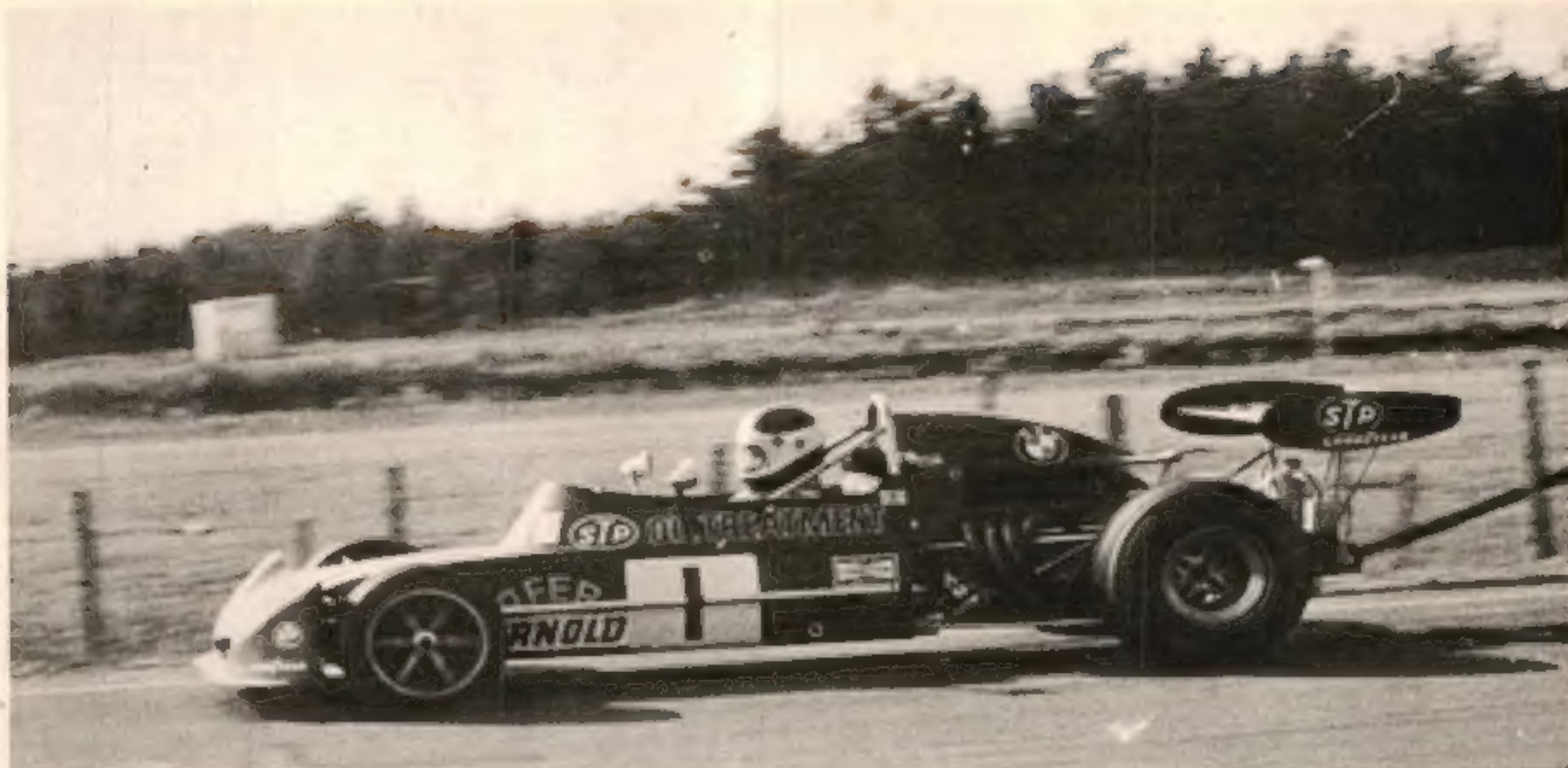
INTERNATIONAL DIARY

- August 3/5 Rally of 1000 Lakes, Finland (World Rally Championship, round 8).
- August 4 Nova Lisboa & Hrs, Portugal (G5)
- August 5 German Grand Prix, Nurburgring (World Championship for Drivers, Formula 1, round 11).
- Thruxton, England (European Championship for 1.6 cars, round 4).
- Silverstone, England (Rothmans F5000 European Championship, round 10).
- Djurslandring, Denmark (European Formula Ford Championship round, 52, 54, F3).
- Washington, USA (TransAm).
- August 12 Karlskoga, Sweden (European Championship for Formula 2 Drivers, round 11).
- Zandvoort, Holland (European Championship for Touring cars, round 5).
- Lexington, Mid Ohio, USA (CanAm, round 4).
- Talladega 500, USA (NASCAR).
- Benquela 500, Angola (G5).
- August 15 Enna, Italy (European Championship for 2-litre sports cars, round 5).
- August 19 Austrian Grand Prix, Osterreichring (World Championship for Drivers, Formula 1, round 12).
- St Ursanne-Les Rangiers, Switzerland (European Hillclimb Championship).

CATCHPOLE

By Barry Foley





Jean-Pierre Jarier was not feeling too well last Sunday but scored his customary easy win.

MANTORP PARK

Jean-Pierre Jarier's F2 demonstration day

Story and pictures by IAN PHILLIPS

Jean-Pierre Jarier was again the master of F2 at Mantorp Park last Sunday. Despite feeling under the weather with stomach trouble he took fairly comfortable wins with the STP March in both heats to further extend his commanding lead of the European Championship.

Second overall was Jochen Mass in the works Matchbox Surtees who was shadowed for the whole event by John Watson having his first outing in the works Chevron B25. Both Mass and Watson were behind Patrick Depailler in the first heat by a wrong tyre decision by the Frenchman for heat two cost him second or third overall. Tom Pryce drove particularly well all weekend in the Titan Properties Motul and was rewarded with fifth overall and his first championship points while fellow Motul driver Jean-Pierre Jaussaud was sixth.

ENTRY & PRACTICE

Yet again a clash with other major championship events spoils the F2 entry list. At Mantorp, however, there were other problems as well; the organisers are not terribly wealthy and cannot afford any graded drivers who are not Swedish, which accounted for at least three good runners. Also the circuit only starts 20 cars so for those that have little chance of qualifying the long haul is not worthwhile.

If the race had not clashed with the Dutch GP the entry would have contained certain prominent members of the GPDA and if they had seen the track they would have thrown a major wobbly. Colin Vandervell summed it up perfectly: "It's a joke." The surface itself was okay but the siting and safety precautions would have done credit to a special stage in some rally or other. On the majority of the corners you had a choice of either falling off a precipice or visiting the woods (which, being Sweden contained many surprises!). There were some attempts at safety fencing but they seemed to date back before the Ark. They stood maybe three feet high in grass four feet high. Also concealed beneath the foliage were lots of sawn off

tree stumps; thus even if the car was not going fast enough to make the woods it would damage itself comprehensively on the stumps. Reine Wisell was asked who had authorised the permit for the track and suddenly found he did not speak English any more.

The majority of the teams arrived very early on in the week and except for GRD having one full day exclusively, cars could pound round all day long if they wished. The lap record stood to Peter Gethin at 1 m 25.2 s. In the unofficial sessions Reine Wisell did so many laps that he virtually wore a groove in the track and only bettered the record by 0.1 s. Jean-Pierre Jarier in about a dozen laps bettered it by a second.

The official practice started on Saturday morning at the ungodly hour of 8 am, followed by two further sessions during the morning and early afternoon. When the times were announced for the first session most people had their best laugh for weeks. The quickest people were credited with lap times at least one second quicker than they had done and even then it was not consistent with the order they should have been in. Eventually the organizers backed down and issued a fresh set which still gave one false time, but this was the pole position as nobody could get near it during the rest of the day. After

Jarier and Jochen Mass had been given revised times Patrick Depailler in the John Coombs run Elf 2-Hart was the fastest man with a credited 1 m 22.8 s. The quickest anybody saw on the pit board was 23.4 s, which would probably have been the best time anyway. However with the 22.8 s still standing Depailler did not bother with the second session as it was quite plain nobody would beat it. He did go out in the final session to scrub some tyres and after two laps disaster hit the Frenchman yet again. Coming round a fast left hander the Elf spun and left the track on the outside. After crossing the rubble pavement he went across the grass and backwards into the woods. Many saplings copped their lot while the car was badly beaten up by the tree trunks and rocks. Luckily Depailler was okay but the car looked rather a mess. Happily however the space-frame chassis stood up to it remarkably well but the steering arm was snapped, a rear upright and the rear body badly busted and so on. Spares were something of a problem and had to be flown in specially from France. Much overnight hard work saw the car together for the race. The Elf team along with all other Goodyear contracted works teams were running 25 in profile rear tyres for the first time. Opinions varied as to how much advantage they gave, some said a whole second, others nothing. The big problem with them though was that they scrubbed very quickly and no one was really sure if they would last the race distance.

Jean-Pierre Jarier in the works STP March-BMW was second quickest on 1 m 23.6 s which was his revised time in the first session. Initially they gave him a 22.2 s. The championship leader had in fact three cars to choose from, his own, Beltoise's and Stuck's neither of them able to turn up. There were talks of Reine Wisell hiring one having made up his mind not to go quickly in the Pierre Robert GRD but Robin Herd was not interested. Jarier in fact only drove his usual chassis and Beltoise's and with the big Goodyears on his own car did 23.8 s in the first session. He expected to get down to 23.0 s but unaccountable reasons prevented him even equalling his times later and he reverted to the smaller tyres for the race. He had a slight misfire at one time but the car was handling perfectly and braking well but he was unable to go any quicker. He remained favourite to win as everyone remembered that in 1971 he was the only person at Mantorp

who could stay with the then king of F2 Ronnie Peterson and so he had got quite a reputation to live up to. He did a 24.1 s in Beltoise's car which would have given him the same grid position.

On the same time was John Watson in the works Chevron-Hart B25. John had been loaned to Derek Bennet's outfit in the absence of any sort of Brabham being available, this being his first F2 outing since Mallory. The Irishman did not drive it at all until official practice but after settling down in the car he was easily quickest in the second session doing 1 m 23.6 s. The B25 has undergone quite a lot of development in Derek Bennet's hands recently and really looked good. Additional spoilers on the sides of the monocoque, almost creating a skirt, were used although whether these made any difference or not was the subject of some doubt in the team. However, as the car was obviously no worse with them on they stayed.

Bob Wollek, surely the hardest trier in F2 was next up on 24.2 s with the Motul Rondel Motul M1. Following the July 1 FIA homologation meeting he was able to use the Alan Smith FVD which has been lying around redundant since the Pau ban. He too had the big Goodyears and was really running well. In the final session however he blew the FVD and a BDG was substituted for the race. It was a rather disappointed Jochen Mass who was fifth fastest in the Matchbox Surtees-Fina-Hart TS13. He only managed a 24.5 s after trying really hard. The team, looked after by Pat Surtees on this occasion as John Wickham was stricken with mumps, were unable to find any solution to the problem which seemed to centre round a lack of down force. As Jochen said "It cannot be the tyres now as John Watson uses Firestone too." A slightly different profile nose was used on Jochen's car, a new chassis following Monza (TS15-11), but this did not prove anything.

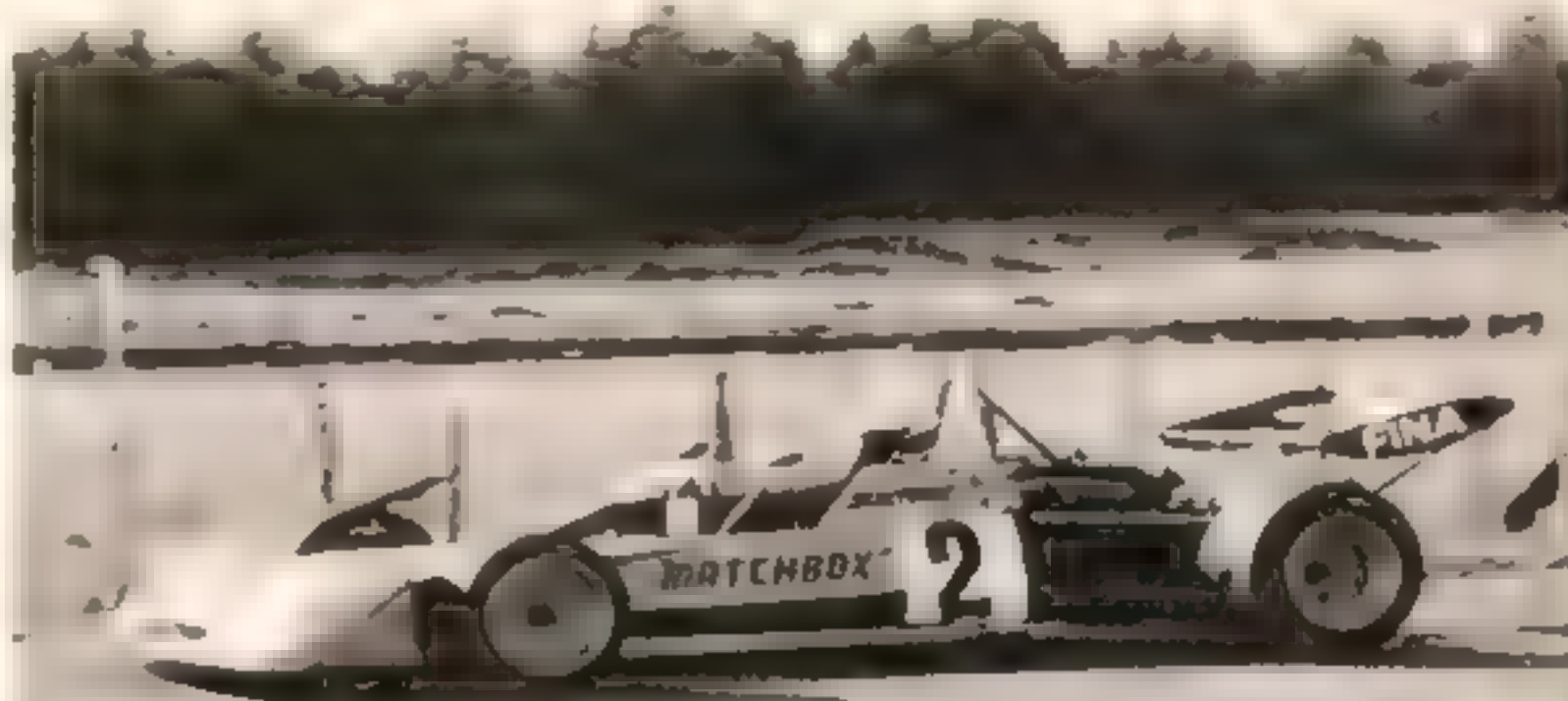
Jean-Pierre Jabouille in the second Elf Hart was just 0.1 s behind on 24.6 s set in the first session before he blew his engine. Another Frenchman, Jean-Pierre Jaussaud, was next on 24.7 s in his Motul-Rondel Motul M1. This was fitted with a brand new development Racing Services engine and for the first time this year Jaussaud seemed to be really in the groove during practice and showing some of the form which nearly brought him the championship last year. Colin Vandervell's March-BMW was full of troubles throughout the weekend. After Brian Lewis and his men had made the long haul up from Misano they were faced with a great deal of work on both the cars they were running. In the first session after just two laps Vandervell's engine started to pour out smoke. A faulty pressure relief valve was diagnosed and rectified for the second session which went relatively smoothly although after trying as hard as he could Colin could get no quicker than 24.8 s. In the final session he did just a few laps before the water pump started to leak which ended the day. No spare engine was left for him, although there was thought to be one in Stockholm which could not be obtained in time. There was no alternative but to drill the leak and plug it with a screw and hope for the best. Vandervell, like other Goodyear shod privateers, was not given any of the big tyres.

Torsten Palm, deputising for the second time this year in the Matchbox-Surtees team was ninth fastest on 25.3 s in the TS 5-Hart. He handled the car quite capably although the first gear left hander before the pits gave him some problems; he was sliding it through beautifully on most laps but sometimes got too ambitious and spun. His first two sessions were spoilt by clutch troubles. Behind him was a rather disappointing Jacques Coulon in the Antar sponsored March-BMW. He blew his engine in the biggest way in the second session and so took the team's only spare. His best time was 25.4 s, his progress being delayed by his refusal to acknowledge pit signals calling him in for adjustments. On the same time was Tetsu Ikuzawa in the Team Nippon GRD-BDG. Tetsu was having his last race before retiring from racing in Europe

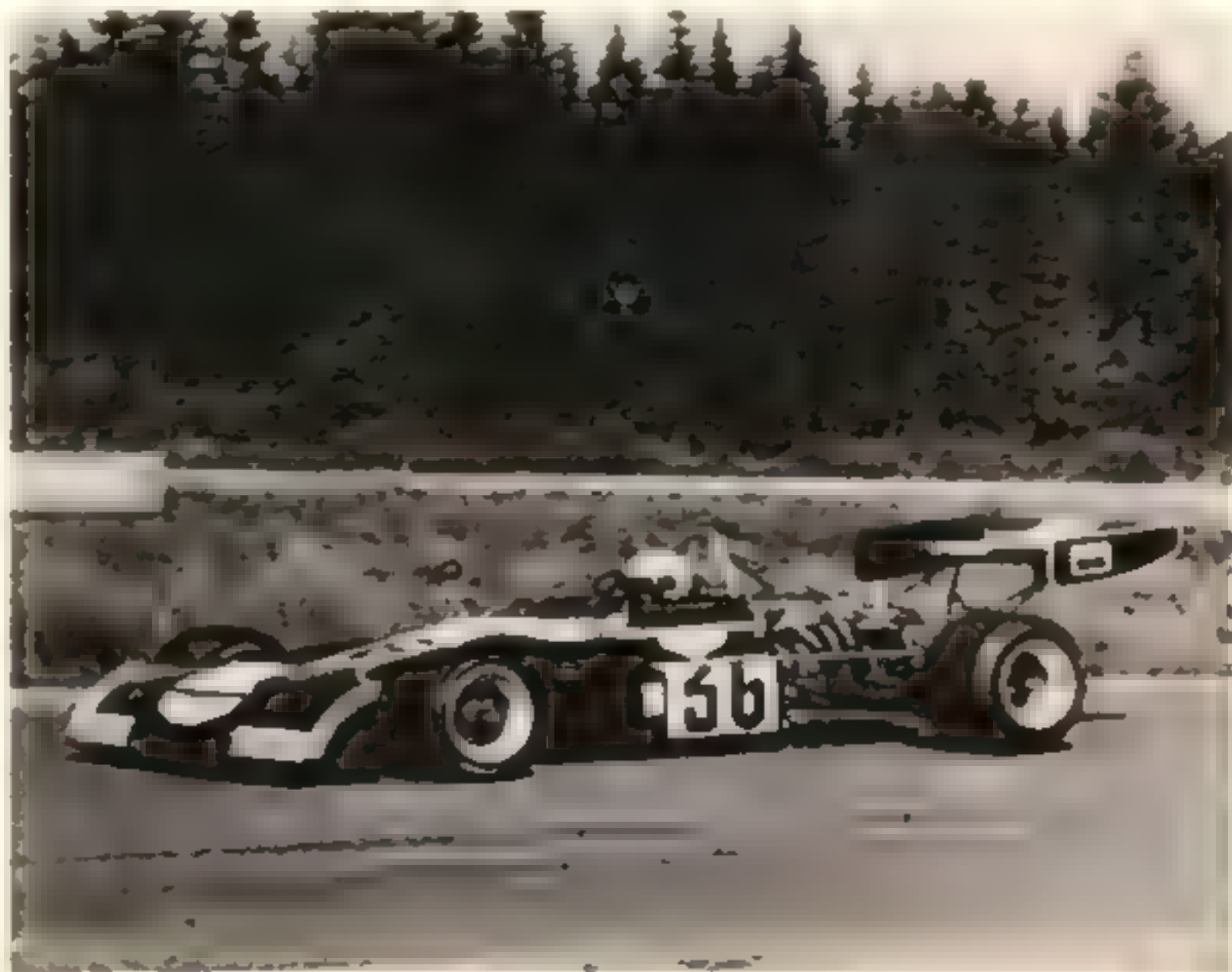
and seemed determined to go well. As usual he did little practice, missing the final session altogether but was constantly improving saying he could easily get into the 24 s mark. Tetsu's performance made local hero Reine Wisell look rather second rate in the number one Pierre Robert GRD FVD. Reine only did 25.5 s constantly moaning about engines and everything else. It would seem that unless he really puts his mind to his racing he will no longer be able to live on the reputation as a hard done by former Lotus number two F1 driver. In the final session he had a new development Racing Services engine fitted which Jim Beech Allen reckoned was the best they had ever done, but still the Swede was not satisfied. Bill Gubelmann continued to show improvement with his March-BMW and after much tidy lappery got down to 25.6 s with little drama. Tom Pryce only did the first session in the Chris Meek Titan Properties works run Motul-FVD M1 (which was a brand new chassis) getting down to 25.7 s with ease. He missed the second session while waiting for the big tyres and after only

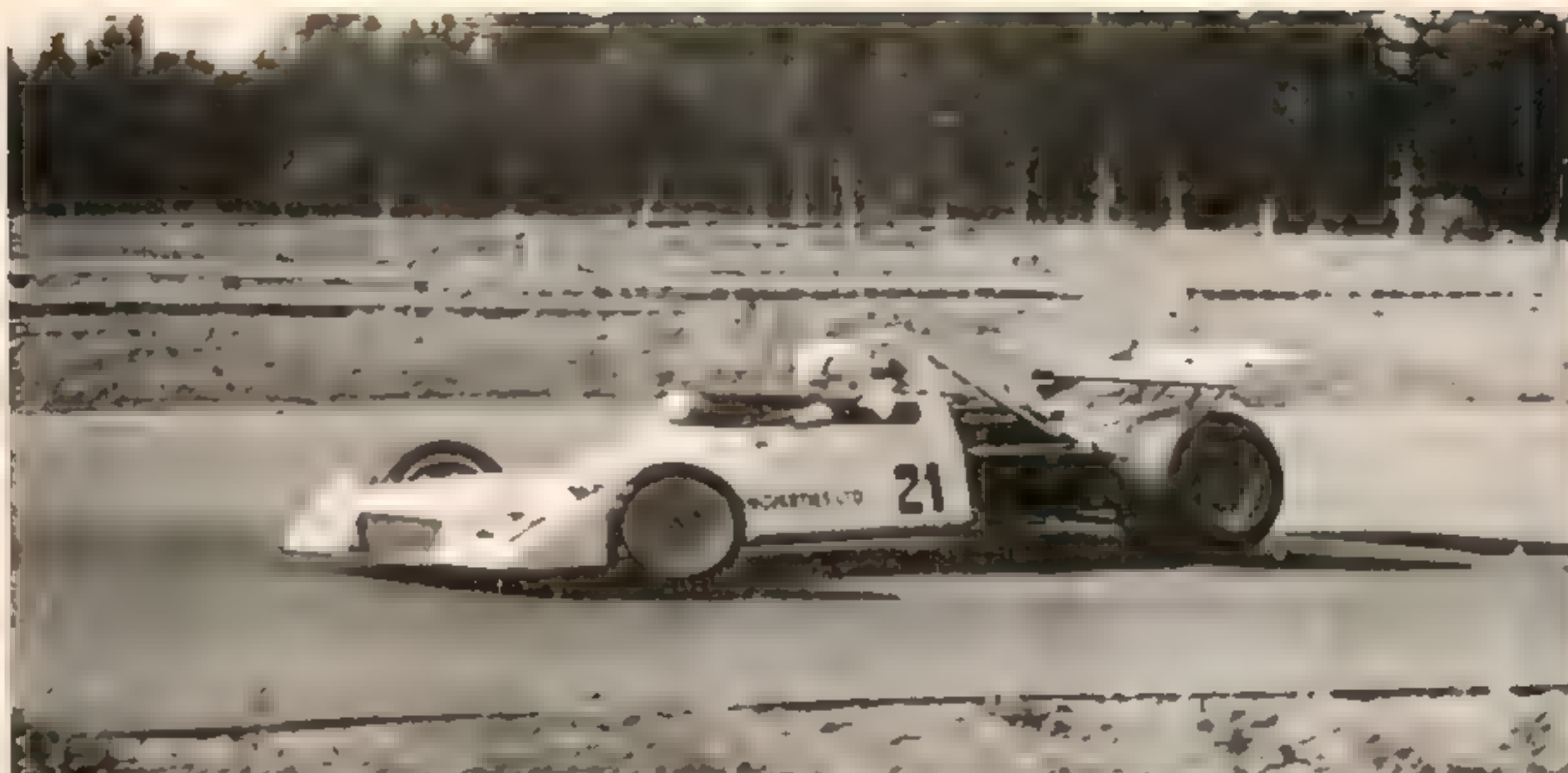
three laps of the last period the clutch failed altogether, so his grid position was rather false. Hiroshi Kazato had a brand new GRD 273 chassis in Team Nippon colours fitted with a Scholzer BMW engine. The engine fitted the car with no trouble although its extra 25 kg weight upset the balance rather. He did all the unofficial practice with a cooking engine before fitting what was supposed to be a flier. However, it was no better and he was struggling to get down to 25.8 s which he would have done easily in the Ford powered car which although present was never seen in official practice. Sten Gunnarsson in the second Pierre Robert GRD had a nasty moment in the second session when a stub axle broke putting him slowly off the track causing no damage. He worked hard in the last period reducing his time to 26.3 s.

F2 newcomer was local man Bertil Roos in the DART GRD-Hart. This car was also making its first racing appearance having had a chequered career in private testing. The car had actually been hired by Fred Opert, the American Brabham agent, for whom Roos is



Inseparable for most of the race were Jochen Mass (above) in the works Surtees and John Watson (below) in the works Chevron. Mass took second overall to maintain his second place in the championship, and Watson third, his first points of the season.





Tom Pryce gets the Chris Alcock Titan Properties Motul well tweaked on his way to an excellent fifth place above. The Great Racing Disaster and the Pierre Robert GRDs were out within three laps of the first lap. (Gunnarsson from 4th at 1st start the second heat (below))



chief driving instructor and works Super Vee driver, Roos turned up at the circuit during unofficial practice and claimed that he did not need the extra practice time as he would have no trouble in handling the car. When his sponsor arrived he started to be "professional" doing three very slow laps before having a go. However in the first session he managed to get his brakes so hot that the pads melted the tarmac when taken out and the discs and calipers had to be replaced. After getting down to a very respectable 28.5 s in the last session he claimed that the brakes were not good enough for him and so the biggest twin pot calipers available were fitted.

Picko Troberg hired out the third Pierre Robert GRD to F3 man Gunnar Nordstrom to have his first F2 race. Although looking a little hairy he kept it all together to do a 27.5 s. Silvio Moser arrived very late with his Marlboro sponsored Surtees TS10/15 BDG and did very few laps. His engine constantly gave trouble and all he could manage was 27.6 s.

Jo Vonlanthen came up from Switzerland also in his GRD-Smith but never looked like being anywhere but on the back row.

Manfred Schurtl arrived with the works run interim Royale RP19 20 for his second F2 outing. After recording 27.7 s early on he lost it coming out of a fairly quick right hander and he went charging off backwards into the boones. The tree stumps made a mess of the underside of the monocoque and one corner which meant that he was unable to practise any more during the day. Completing the list was Brendan McInerney in his GRS run GRD-Racing Services in 28.1 s. After being stranded on the circuit with a

broken distributor on Friday he suddenly found the rays which had been missing all year but with the repaired engine he just could not get going any quicker on Saturday and called it a day after the first two sessions. Both Schurtl and McInerney were relegated to the substitutes bench as only 20 cars were allowed to start.

Roland Salamon brought his March BMW along but blew it up in official practice and was home.

HEAT 1

There was a short unofficial session on Sunday morning which contained little drama except for Depailler and Wisell both blowing their engines. The Coombs team fitted another Hart engine while the Pierre Robert outfit had to borrow an Alan Smith updated Hart from Chevron to fit in Reine's car. The engine was fitted in time but the metering unit sprang a leak and after being pushed straight on to the grid without doing a warm up lap the GRD was pushed straight off again as the mechanics could not stem the flow of petrol.

Thus it was 19 cars which left the 3-2-3 grid at the flag fall (first reserve Schurtl was not allowed out for some mysterious reason).

The pack negotiated the first left hander safely but with Depailler leading them round the long right hander the dust started to fly and cars went in most directions. Mass and Jarier went round the corner side by side but as it tightened up Jochen was forced to take to the dirt. The resultant dust cloud made it very difficult for those following and in the chaos Wollek received a bang which bent a

top link, Palm dropped way back, Gunnarsson broke a wheel and upright and Kazato stopped dead with the throttle slides jammed.

Up the long straight it was Depailler from Jarier, Jaussaud, Watson and the rest. However Jarier, who was feeling under the weather after feasting on some disagreeable Swedish food, was in a determined mood and by the time the field arrived at the first gear left hander before the pits he had the STP March in the lead. Depailler followed chased hard by Watson, Jabouille, Mass, Jaussaud, Wollek, Coulon, Vandervell, Roos, Nordstrom, Pryce, Ikuzawa, Gubelmann, Moser, Palm and Vonlanthen. Gunnarsson drove very slowly round to retire while Kazato did not get going for four laps and was then disqualified for receiving outside assistance on the track although he did continue the race.

Although out in front Jarier was unable to pull clear of Depailler, who was under great pressure from Watson and Mass, the latter having demoted Jabouille on lap two. Coulon was trying his hardest to keep up with Jabouille's Elf, locking brakes all over the place while Wollek in turn tried every way to get past Coulon.

On lap seven Jarier established about a 3 s gap to Depailler, whose rebuilt Elf was handling rather badly. Watson and Mass however were starting to have an attack of the Firestone disease and after their heroic attempts to keep up they started to drop back rapidly so that by lap 10 there was a fairly wide margin between first and second and second and third. Watson's third place also looked to be in jeopardy as Mass got wound up. However the Irishman seemed to have the measure of the Surtees until at the end of the tenth lap he slid wide coming on to the pit straight which took him briefly on to the dirt and allowed Mass to come up the inside and outdrag him to the next corner.

Jabouille's hopes of a good placing disappeared on lap eight when the oil pressure zeroed and he coasted into the pits for good. This elevated Coulon to sixth; but having been freed of Motul pressure when Wollek pitted on lap eight to have a punctured tyre replaced, he soon had Pryce looming large in his mirrors, the Welshman driving very quickly and impressively. A short way back Vandervell and Jaussaud were getting at it in a big way. Vandervell in fact had not expected his car to get round the warming up lap let alone 10 in the race but a Paul Owens inspired tweak of putting a matchstick in the



Jacques Coulon's March BMW leads Jean Pierre Jabouille's Elf

top of the header tank to de-pressurise the system meant that the engine held its water and he could drive normally. Catching them rapidly was Palm, who had been caught up in the first corner nonsense. Well behind him were the dicing GRDs of Ikuzawa and Roos, the third Pierre Robert car of Nordstrom having retired on lap three with a blown engine. Moser and Vonlanthen brought up the rear well spaced and a long way behind Moser in fact only lasted until lap 11 when a driveshaft broke.

From the time Mass took Watson at the start of lap 11 the first four places remained static right to the end. Jarier ran out as winner by 4.7 s and felt no healthier for his victory. Depailler had handling trouble throughout and on a number of occasions he had to use all the road and more to get round corners; he was also concerned at the water temperature reading just over 100 degrees.

Mass and Watson were never very far apart and in fact Watson closed right up on the TS16's tail at one point but was unable to make any further impression finally finishing 3 s in arrears.

Pryce spent 15 laps sitting behind Coulon showing remarkable patience as he was so much quicker under braking and through the corners but could not quite match the BMW down the straight. His virtue was rewarded on lap 26 however and as soon as he got past he pulled out very quickly even reducing the gap to Watson slightly. Coulon, once Pryce went away, fell into the clutches of Vandervell and Jausaud. Neither of the two pretenders to sixth place were able to complete the final assault though and the respective distances were 0.6 s and 0.1 s. Palm's good showing ended in a minor disaster. Having caught Jausaud he over-did his rally style cornering bit on the corner before the pits and spun on lap 14. Although he did not lose a place he dropped way back and on the penultimate lap he lost it coming on to the main straight and damaged a corner enough to keep him out for the rest of the day. This elevated Gubelmann's ill-handling March-BMW to ninth, one lap behind, just ahead of Roos who dropped back with a slipping clutch towards the end. Ikuzawa's best race for a long time was ruined when a bolt in the wing stay fell out and he had to stop to have it rectified losing two laps. Vonlanthen plodded on to finish three laps down just ahead of the grossly oversteering Wollek who went straight on at the final corner on the last lap and stalled before being pushed back into the race, easily last. Kazato continued to the end but the throttle slides were sticking intermittently and he took things gently

HEAT 2

All the first heat finishers plus Moser and Gunnarsson started the second race, which was way behind schedule. Jarier made no mistake at the start from pole position and he led up the straight from Mass, Depailler, Watson, Pryce, Roos, Coulon and the rest. At the end of the first lap it was inevitably Jarier in front with a very determined Mass giving chase. Watson passed Depailler who led Pryce, Coulon, Wollek, Roos, Vandervell, Jausaud, Ikuzawa, Gubelmann, Gunnarsson, Vonlanthen, Moser and Kazato who limped straight to the pits with the throttle slides still sticking.

Jarier's job looked as though it was going to be harder this time as Mass and Watson stayed right with him in the opening laps as Depailler fell farther and farther back in fourth place, rapidly losing his nine second advantage from the first heat. As in the first heat the Firestone shod Mass and Watson started to lose ground after about eight laps leaving Jarier to go ahead as he pleased. The Surtees and the Chevron were very evenly matched though, all running the same equipment, and there was nothing to choose between them.

Right with Depailler was Pryce who again looked as though he was being held up. Depailler's problem was that he had changed to a harder compound tyre in an effort to cure the handling problems but it just gave him less traction and consequently he just could not keep up.

It took Pryce until lap 14 to pass Depailler, having really turned the taps on in the previous laps. As with Coulon in the first heat, once he got through he was away. A fair way behind Depailler was Jausaud while Wollek, having changed his rear tyres from the first heat was now in gross understeering trouble and falling away quickly from his team-mate. Ikuzawa was eighth ahead of Gubelmann, Vonlanthen and Roos. The latter pitted on lap 5 when the airbox started to fall off and split a fuel pipe. After the stop he drove well and showed some definite promise.

Early retirements were the March-BMWs of Coulon and Vandervell. Coulon, when the pick up points on the flywheel failed on lap two and Vandervell on the same lap with a broken gearlever—the engine surprisingly still in one piece. Moser retired from the penultimate place on lap six with a detached gear linkage.

As in the first heat the second half was a trifle dull. Jarier pounded round relentlessly and never looked like missing out on his fifth

win of the year; the final margin this time being 7.5 s. Mass drew away from Watson a shade in the last half dozen laps, when Jochen craftily spun Ikuzawa round between them and finally finished 1.9 s in front. Both drivers were sufficiently far ahead of Depailler to take second and third overall respectively. Pryce drove yet another fine race in the Motul to take an easy fourth place and score his first ever championship points with fifth overall. Depailler's handling problem became more and more acute as the race went on and during the last 12 laps Jausaud started to reel him in at half a second a lap. For the last eight laps they were nose to tail but it was not until the very last corner that Jausaud made his biggest bid. But despite braking as late as was possible, locking up and poking his nose inside, the unruffled Depailler held him off.

Wollek's understeer problem cut his lap times by about two seconds and he could do nothing but just keep going in a lonely seventh place. Ikuzawa ended his last race in Europe eighth in the heat and overall having lost a lot of ground when Mass nudged him from behind and spun him while lapping him round the final corner. Gubelmann was two laps down having great gear change problems while Roos was the final finisher three laps down after his pit stop.

Monaco Park

European F2 Championship round
July 29 Aggregate of two 36-lap heats

- 1 Jean Pierre Jarier (March BMW 732) 1 h 42m 30 s
- 2 Jochen Mass (Surtees Mart TS15 BDA) 1 h 42 m 23 s
- 3 John Watson (Chevron Mart 825 BDA) 1 h 42 m 20 s
- 4 Pryce & Depailler (Elf 2 Mart BDA) 1 h 42 m 30 s
- 5 Tim Prie (Mazda Smith M1 FVD) 1 h 43 m 7 s
- 6 Jean Pierre Jausaud (Motul Racing Services M1 BDA) 1 h 43 m 43 s
- 7 Bob Gubelmann (March BMW 732) 14 laps 8, Tetsu Ikuzawa (GRD Cosworth 273 BDA) 69 9, 8a 11, Roos (GRD Mart 273 BDA) 49 10, Bob Wollek (Motul Cosworth M1 BDA) 69

Fastest lap: Depailler 1 m 24.0 s 175.7 kph
Heat 1 (36 laps) 1 Jarier 51 m 51 s 2 Depailler 51 m 58 s 3 Mass 51 m 16.3 s 4 Watson 51 m 21 s 5 Pryce 51 m 48.2 s 6 Jacques Coulon (March BMW 732) 51 m 59.9 s 7 John Vandervell (March BMW 73) 52 m 0.7 s 8 Jausaud 52 m 0.6 s 9 Gubelmann 35 laps 10 Roos 35 11 Tetsu Palm (Surtees Mart TS15 BDA) 35 dnf 12 Ikuzawa 34 13 Jo Vonlanthen (GRD Smith 273 BDA) 33 14 Wollek 13

Retirements: Sylvain Moser (Surtees Cosworth TS10/15 BDA) 10 de-vechaff, Jean Pierre Jabouille (EH 2 Mart BDA) 8 oil pressure, Gunnar Nordstrom (GRD Racing Services 273 BDA) 1 engine, Stan Gunnarsson (GRD Sportsstars 273 BDA) 1 suspension damage, Rene Well (GRD Smith 273 BDA) 0 m, no start, 1 Disqualified, Hiroshi Kazato (GRD Schnitzer BMW 273) 33
Fastest lap: Depailler 1 m 24.0 s 175.7 kph (record)
Heat 2 (36 laps) 1 Jarier 50 m 50.9 s 2 Mass 51 m 7.4 s 3 Watson 51 m 9.3 s 4 Pryce 51 m 28.4 s 5 Tetsu 51 m 40.8 s 6 Jausaud 51 m 42.1 s 7 Vonlanthen 52 m 12.1 s 8 Ikuzawa 35 laps 9 Gubelmann 34 10 Roos 33
Retirements: Vonlanthen 26 fuel pressure, Gunnarsson, 17 accident, Kazato 10 oil pressure, Moser 8, gear linkage, Coulon 2 electrical, Vandervell 2 gear lever
Fastest lap: Watson 1 m 24.1 s 175.7 kph



ROGER WILLIAMSON

The tragic accident at Zandvoort last Sunday which claimed the life of Roger Williamson not only robs motor racing of one of its most exciting new stars but also one of the friendliest and popular characters of recent years. Roger was one of those people with an insatiable appetite for living life to the full, always enjoying himself and sharing his happiness with all those around him.

Motor racing was really his whole life—the only times I ever found him irritable was when he had to sit at home at weekends with no cars to drive or watch or talk about. As a driver he was on his way to the ultimate goal—world champion. It was his performances in Formula 3 in 1971 and 1972 which made his name. During this time he scored well over 30 outright wins but it was not the number of successes which made him so popular, it was the way he went about achieving them. His familiar pose in the car with hands gripped tightly over the top of the steering wheel and head bowed right forward, his eyes overflowing with determination to be first, all this spelt out so clearly to everyone watching, his single mindedness to win. His driving became compulsive watching for me, the sheer impudence of some of his manoeuvres, especially in F3, were a delight and the crowds loved him for it. Even in Monaco in 1972 when he was chasing the French in the wet the crowd were on their feet willing him on—he finally crashed in that race and his failure to win there was probably his biggest disappointment in racing.

Roger Williamson was born on February 2, 1948 in Leicester. His parents owned and

ran a garage in the town, North End Motors and with encouragement from his father, himself a former speedway rider, he very soon learnt that things with wheels were what life was all about.

His first taste of competition came at the age of 11 in cycle speedway events but, he recalled in an interview a couple of years ago "I was never very good at it because my legs were too small."

He very soon graduated to karting and in the three years he spent with karts he was twice runner up and once British Champion.

It was in 1968 that he first drove cars on the circuits. With backing from the family garage he purchased an 850 Mini. In that year he did 18 races and won 14 of them. The following season though was a disaster. Roger decided he wanted to try his hand at single seaters and so an ex Bev Bond Cooper T72 was acquired. But after a couple of outings the car was destroyed by fire in the garage when an improperly placed welding torch sent it up in flames as a new engine was being installed. Towards the end of 1969 he purchased a 1650 cc Anglia which was to be modified for the following year. The Anglia re-appeared fully lightened and fitted with the Holbay engine from the Cooper. With it he first came to national prominence by winning the Hepolite Glacier Championship. In fact during 1970 he was only beaten once and that was after being pushed off.

He decided that for 1971 he would have something bigger. His obvious line of thought was a F2 car but this was too expensive. So he and his father visited the Racing Car Show

to look around and see if they could find something they could afford. When they went home to Leicester they had ordered a brand new F3 March and one Holbay engine. Roger's first race with the car was at his home circuit (and incidentally one he grew to dislike) Mallory Park, supporting the F2 race. After James Hunt was disqualified he won the race, which only boasted two finishers. He took to F3 immediately and always finished well up in the results. Seasoned F3 men put it down to lack of competition because the grids for the new formula were thin, but as the grids got bigger so Roger became even more competitive. He was almost embarrassed by his success and I remember well an incident at Snetterton very early that year when after finishing second to Colin Vandervell, another top F3 driver whom he had beaten into second place got very indignant about this newcomer from the saloon world who drove his car sideways round the corners, and he wanted to exchange blows. Roger apologised but said it was the only way he knew how to drive and would be willing to learn otherwise if necessary.

The team was being run on a shoestring until he had the fortune to be introduced to Leicester building magnate Tom Wheatcroft at Monaco. Wheatcroft having been impressed with Roger's driving in the heat inquired as to why he was not fitting a fresh engine for the final. Roger replied that he had not got a spare and Tom told him to order one and charge it to his account. That almost casual encounter developed rapidly into one of the happiest and successful racing partnerships the sport has known. Tom, a life long lover and benefactor of the sport, did not intend to go to any meetings but Roger piled him with tickets and almost had to drag him along. After a couple of races the bond was solid. Tom became Roger's biggest fan and from then on provided whatever he needed to go racing successfully. 1971 was the year of Dave Walker in F3 but Walker was already well known, the man they were all talking about was Williamson, who in his first year clinched the Lombank Championship and finished second in the others. His greatest race was when he became the first man that year to beat Walker in a straight fight at Oulton Park. His efforts were rewarded with the top Grivewood award of 1971 and BP Superman of the Year honour.

Despite many tempting offers Roger and Tom decided to stay in F3 in 1972 and to do a limited number of F2 races. The year started out badly with a March 723 which during the early part of the year was uncompetitive. Roger soon got to hate the car and in April Wheatcroft Racing acquired a GRD from the recently formed Norfolk company. In his first race with the car at Silverstone during the Daily Express International Roger pulverised the opposition in a manner never seen before in F3 at Silverstone. He broke from the whole field on the second lap and nobody saw him again. From that meeting onwards Roger was Formula 3, scoring win after win and finishing with the Shell Super Oil and Forward Trust Championships.

He did a number of F2 events with a March which Wheatcroft bought but engine unreliability meant that he was never able to finish a race; when he was running he was fully competitive. He was not awestruck by big names in F2—he wanted to eat them for breakfast.

At the end of the year naturally offers came pouring in again. He proved he could handle power by racing the Kitchmac F5000 on two occasions and staggering everyone with his handling of the car. He drove an F1 car, a BRM, for the first time at Silverstone in November. Yet again he proved his outstanding natural ability by being the first person ever to break the 1 in 17 s barrier round the GP circuit. Everyone expected him to sign with a team to do F1 but he decided to stay with Wheatcroft and attack the F2 championship with a GRD to gain more experience; the plan was to take in a number of F1 events during the year before doing it full time in 1974. He also turned down an offer to join the Gulf Mirage sports car team.

As things turned out there was no way that he or anybody else could win the F2 championship without a March-BMW. Niggling problems with the engines in the GRD cost him several good placings. At Thruxton he was on pole position for his best which he won despite a spin; he was leading the final until a flat tyre cost him a lap. At the Nurburgring he was moving up the field rapidly in the wet when a spark box failed when he was sixth, at Pau he was in third place dicing for the lead when the spark box went again; the same trouble occurred at Nivelles when he was in the group dicing for third place. By this time Roger was getting a little despondent, he was driving probably harder and better than at any stage in his career and yet was getting no results. So at Nivelles Wheatcroft ordered a March BMW because "I just want to see Roger win an F2 race this year and this is the only way."

The smart red and white car appeared first at Rouen. Roger was simply walking away from the field in his best when the engine failed. His next race was at Monza where he scored his first F2 win and drove one of his best ever races. After arriving at the circuit straight from a non-stop overnight drive from BMW in Munich, he jumped into the car and in his first three flying laps ever round Monza he was third fastest. In the second session he claimed pole position with ease. He won the first heat easily and then was pushed off on the first corner of the second. Restarting last he carved his way through the field took the lead, spun, took the lead again and again won comfortably. In that race and on a number of occasions in F3 when coming through the field Roger was at his greatest, when in that determined frame of mind he was unbeatable. Sadly he was only to do one more F2 race, Misano, which he dominated again only to be robbed by an electrical failure.

He made his long awaited GP debut at Silverstone in the works STP March which Wheatcroft hired for two races. Unfortunately he was eliminated in the second lap pile up and then came the Zandvoort tragedy.

As well as Tom Wheatcroft's support Roger was always accompanied by his father to meetings and in the early days it was he and his close friend Eric Hassell who prepared Roger's cars with never failing enthusiasm. Their greatest feat was the complete rebuild of the March 713 at Silverstone in 1971 after it had been totally destroyed in practice. They and Roger worked all night and built up a whole new car which a very bleary eyed Roger worked up to sixth place in the race—his first ever on the GP circuit. That was the sort of support and enthusiasm that Roger generated around himself at all times. Success did not change Roger at all, he would always make time to speak to people and sign autographs. When he was not racing or testing he worked in the family garage and until early this year continued to live at home. He had many friends in Leicester who followed him round the circuits of this country and abroad whenever they could.

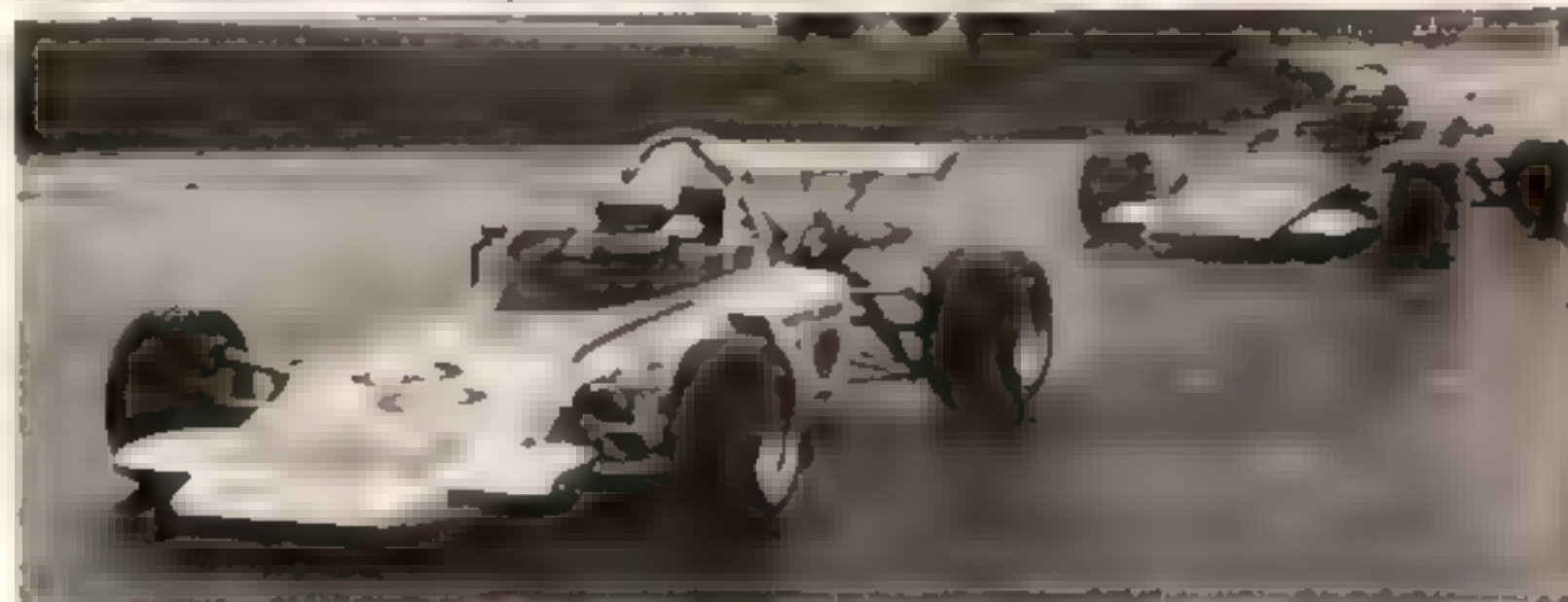
His transporter was always an open house to his many friends and I shall always be grateful for his generosity and hospitality. Roger himself was always shy of accepting things from others, even from Tom. I remember well at Rouen in 1972 when a demon new tyre became available and Tom told Roger to get some, but he refused as he had not worn the older tyres out and did not want to waste Tom's money.

Roger was one of my best friends and writing this has been difficult for many reasons, the main one being the inadequacy of words to describe how one really felt about him. All that can be really said is that his death leaves a big gap in the sport and that our deepest sympathy goes to his parents, Tom Wheatcroft and all his other relations and countless friends who share this enormous loss.

IAN PHILLIPS



In 1970 Williamson won the Heppelite Championship in this Anglo



Williamson's most successful car—his F3 GRD in 1972



Roger's last win was at Monza in the March BMW (above) Roger and Tom Wheatcroft after one of the many wins



Tragedy mars Jackie Stewart's 26th victory

By PETE LYONS

Pictures by PETER BURN

Race data by ALAN PHILLIPS

Jackie Stewart's record-setting Grand Prix victory was one he'll not want to remember. It came under a pall of smoke from a fiery crash which killed Roger Williamson when, on the eighth lap, some sort of suspension or tyre failure sent his works March into a guardrail on the outside of a fifth gear corner. The rail bent back and turned into a launching ramp, throwing the car into the air and back across the road where it stopped upside down and burning. David Purley, who had been close behind but otherwise uninvolved, stopped at the scene and single-handedly tried to rescue the young driver but a lack of marshals' assistance and lack of adequate timely firefighting made it a futile effort. The fire blazed up very big after a slow start and burned for many minutes.

The race in the opinion of several drivers should have been stopped, for smoke and extinguisher powder completely blanked out vision at the scene, but it continued. Even by that point it had become a disappointing event, for Ronnie Peterson from the pole had already opened up a big and growing lead on Stewart. Francois Cevert stayed with his teammate, but everyone else who might have been expected to join in an epic dice dropped out of the class early for various reasons. A late stage closure between Peterson and Stewart was exciting, but was spoiled when the JPS's engine blew up. On the second lap Emerson Fittipaldi retired because of suffering the effects of a frightening practice crash which wrote off his car and hurt his feet. Neither McLaren was competitive and Hulme's blew up, but James Hunt drove a clean brisk race into a fine third place.



World Championship/
round 10

CIRCUIT

On Thursday lines were still being laid under ground, and even on Friday fencing was still being erected in the paddock, but with an obvious will to succeed the Zandvoort authorities had completed an enormous quantity of work and the facelifted seaside circuit was ready as promised. From a driver's point of view the major alterations involved the racing surface, which was all new, smoother than before, wider in places—and properly seasoned for several weeks before being used. Halfway round the back was a new corner, the "Panorama bocht," a slow right-hander with a wider left-hand exit. The chief advantage of this was the braking zone before, which although rather short and narrow did offer with the existing long pits straight a second chance of overtaking on this otherwise very winding course. (Obviously, too, from the adjoining sand dunes the spectators had a good view of a new attraction, a point to which every circuit owner in these days of increasing financial pressure must give thought.)

A surprising number of Zandvoort's hilly swoops are taken flat by a properly tuned F1 car, so that discounting the twisty bit surrounding the paddock area and the new corner, there are only two fast turns of real significance: the blind, plunging "Scheivlak" in the outback, and the dipping "Pullevelt" which is very important because of the run out from it on to the long straight. Any decent car and driver should be able to get through the slow sections quickly, so that with only two "superman" turns in the entire lap one can expect rather close lap times down the field.

The altered lap pattern did eliminate the

relevance of the existing practice record, which was 120.9 mph (lckz in 1971 at 1 m 17.42 s); it would be interesting to see if two years' worth of development in chassis, tyres and aerodynamics as well as the new track surface itself would make up for the slowing effect of the new corner.

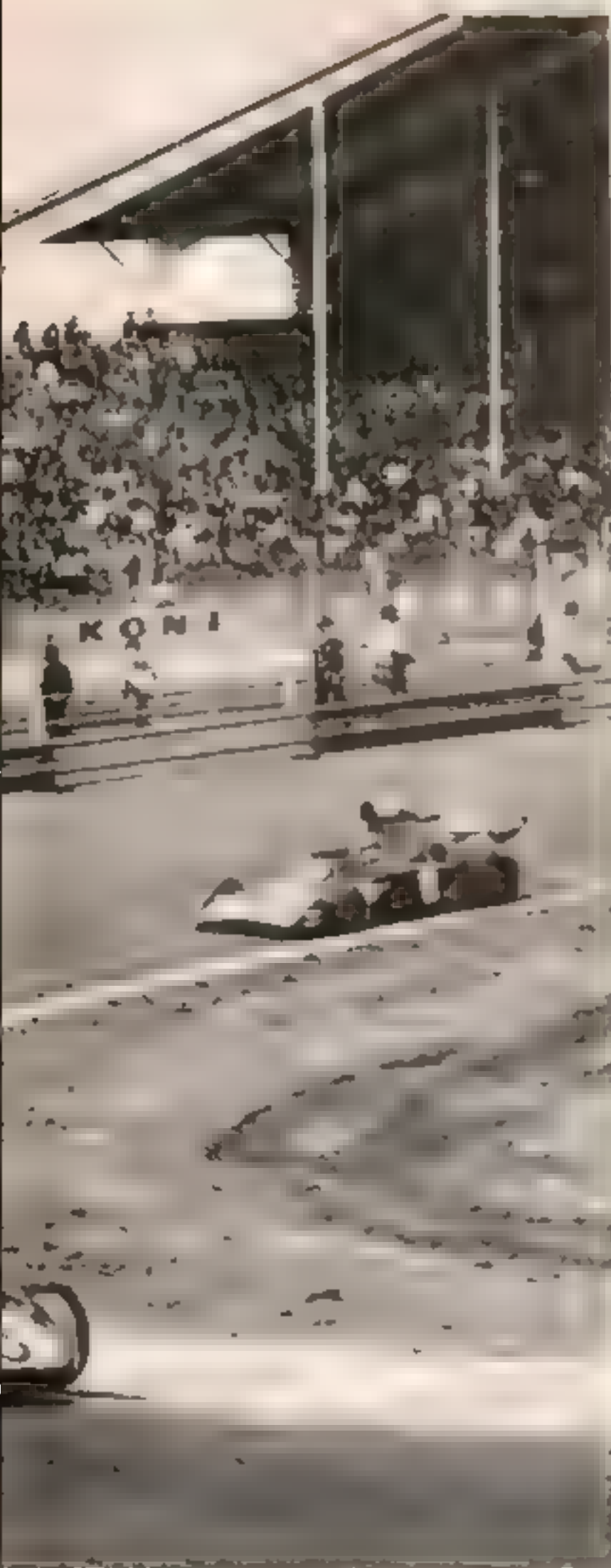
Nobody was thinking of 120 mph on Friday, such a speed even looked dicey on the straight. One didn't see cars so much as tall, long plumes of boiling spumy spray, plus a fleeting glimpse of little red lights shining bravely through. Zandvoort is supposed to be a seaside resort but nobody said the sea had invaded the resort! That is to say, Friday was wet. A chill wind from the north was forcing heading down the straight, driving rain hard into the open-ended pits, making this motor racing lack a misery for mechanics as they fitted up rain tyres and cranked up wing angles, screwed back brake balances and, in some cases, disconnected anti-roll bar linkages. It was, in fact, such a day that the Chairman of the GPDA left his driving suit in its bag and strolled around with his driving hands stuck firmly in his pockets.

It turned out he was right, the next day was dry, so that Friday's practice sessions were a phenomenon outside the general story of the weekend. (Rather fun to watch, though—has it ever occurred to the people who want to slow down modern cornering speeds that the answer is simply to hose down the circuits?) Because of the very wet 1971 race here, when Firestone's rain tyre was absurdly superior to Mr Goodyear's, everyone was interested to compare speeds this time under similar conditions. Autosport's well worn stopwatch stationed itself at the "Hunzerug" hairpin behind the pits and, by timing different cars through a segment of the corner chosen to give more pure cornering than either braking or acceleration, endeavoured to find out if one brand was better in a lateral sense than the other. The answer, briefly, seemed to be no. Almost every driver was able to record a time between marks of 4.5 s. A time of 4.6 s looked slow by comparison, and curiously Stewart was unable to go quicker than 4.7 s during the period sampled (a time which was repeated often enough that it wasn't a twitch of the finger operating the watch.) On one lap Beltoise did 4.4 s; this may have been a twitch of the finger, or a lap when his car was on the single pair of very effective front Firestones which all three BRM drivers used in turn. For the rest, though, in the rain (as the next day during the dry) there seemed to be



nothing in it between the two brands in the middle of a slow corner. That the best times of the day were done by Firestone drivers—Lauda was quickest, more than half a second better than the best Goodyear man who was Peterson—indicates that there was a difference, though, and that it probably was in those special fronts.

The day was quite spectacular enough with all the spraying and sliding and wheel-spinning, but there were a few drivers who offered diverting side-shows. Stewart pulled up abruptly opposite the pits, fire extinguisher mist billowing from the cockpit of his training car—the system had gone off by itself. Reutemann spread oil on the track just before the mid-session break from a leaking rear seal, he took over the training Brabham and soon that too began leaking from its rear seal. Meanwhile Wilson F had a bad misfire at anything over 8000 rpm, so the Ecclestone men had three engine changes facing them that evening in the rain and wind. Both Foffmer and von Opel did not get to drive at all because on starting up from cold both their



Stewart on his way to his record-breaking 26th win followed by team mate Cevert who finished second

big belts" broke. Emerson F. was not driving (because of a puncture) at the one critical period of the afternoon when it stopped raining for a little while and fast times were possible. Peterson's "best in class" was brilliant, but an honourable mention has to go to Amon, whose third best time of the day was the first good thing a Tecno has ever done.

It was a day which only rabid enthusiasts could enjoy; several drivers appeared quite cheerful, at least after having taken the plunge and actually gone out to drive, but the most rabidly enthusiastic was Hunt. He kept saying how much fun he was having. His own team think, and the BRM team said they agreed, that the Hesketh March was actually second fastest of the day with a time credited to Regazzoni, although they elected not to make an issue of it. So happy was James' smile, finally, that "the T. M. refused to let me go out any more. He hates to see anyone enjoying themselves."



Pace leads Cevert in the early stages chased by Hunt, Hulme and Reutemann

ENTRY AND PRACTICE

Thanks to the weather, then there was actually only one day of practice in the accustomed sense, and race preparation had to be packed into a pair of 1½ hour sessions. Saturday began sunny, but became overcast and cool later on, a gloomy murk formed on the northern horizon and moved down, creating a sense of urgency in everyone struggling for a fast time, but it did in fact remain dry. There was always a moderate headwind along the main straight.

Silverstone winners and losers. Yardley McLaren had started virtually from scratch to build a replacement M23, on the Wednesday after the previous race it had been a set of panels still being riveted to bulkheads, but on Saturday before the next it was a finished painted race car ready to be used—without giving any trouble—by both drivers. None of the three was different from before, none gave any cause for delay during practice—even the ratios in Hulme's were right. His best speed was in the first session, when he was second fastest to Stewart by a very small margin. In the afternoon he concentrated on running in the new car and was the only driver (besides Williamson whose clutch broke) not to improve. Revson's gears were a little wrong and his car was slow in the slow turns (the stopwatch showed it) compared to the T-car which had different suspension settings, these were transferred to his own car for race day.

Elf Tyrrells were again running the spare car in Lotus-copy form, although to alter front aerodynamics and "kill lift" the chisel nose had been bobbed and a lower lip added.

Peterson about to lap Follmer just after the scene of the accident



Stewart practised this version extensively but was not quick in it. His own regular race car and that of Cevert were as before and running well, François achieving a better time and grid placing than in several recent events. The two Tyrrells were obviously making up elsewhere on the circuit what they were losing in the middle of the slowest turns.

John Player's Team Lotus had fitted much bigger engine aircoops, but that was the only mechanical alteration. The original scheme was to make fullest use of the four cars by keeping two in reserve for the German round only one week away, hence the two newer models were prepared for the 'Ring and left in the garage in town. The one concession to their "spare" status was that they were fitted with Zandvoort gear ratios, and that proved its worth during the Saturday lunch break. Just before the end of first practice on that day, as Fittipaldi and Peterson in that order were thrashing around hard close together, Emerson felt a warning vibration and slacked off as he hurtled down into "Pullevelt". Halfway through the glued centre of the left front wheel broke free, and the JPS went straight off the outside into the guardrail. It struck with the left front corner so hard that the footbox was crushed by the inboard brake disc on to the driver's feet, trapping him. Peterson was too close behind to stop, but the next man along was Hallwood, Mike and a Tyrrell mechanic (who happened to be on the scene to attend to Cevert's stopped car) used a length of pipe to pry the steering column away and free Emerson's foot. It could easily have been a much worse crash than it was, and in fact 72.5 was written off, but the Champion after examination by the

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James Hunt drove another sensational race in the Hesketh March to finish third; here he leads Denny Hulme

GP Medical Unit took pain-killing medication and climbed into 72/7, which had hurriedly been brought out from town. This he drove round smoothly to qualify for a grid place.

Ronnie meanwhile was holding up the side with his pole position. His engine was gradually going dull, down 400 revs by the end, and he also had a problem setting up his chassis, trying to choose a balance between understeer through the banked "Tarzan" loop and oversteer in the two slow turns. As he tried to sort this out his handling of the car was rather raggedly spectacular, but what stirred up the most fuss amongst rival teams was the tyres he used to earn his pole position.

Goodyears had obviously no perfect idea what the new, untried surface needed in the way of compounds, so they brought along several possibilities. One of them was tried by Stewart, Hulme and Fittipaldi in the morning session and it proved to be significantly quicker—"about point seven of a second" was the general impression—but the technicians found the rubber was "graining" and withdrew all sets. However, late in the day the JPS team manager went back to the tyre men, invoked a clause in his contract with his drivers pertaining to equal equipment, and came away with a set for Peterson. It was these he used for setting his pole (118.9 mph), half a second exactly faster than Stewart's best of the session on harder rubber. From Ronnie's point of view it seemed fair to have a chance on the same tyres that the others had used, but the others were distinctly upset about when he used them. "We should have taken a knife to them ourselves," grumbled one.

Once again it was three teams at the top, with the others straggling a bit lower on the grid. As usual, it was Reutemann who came

closest to challenging, and in fact he pipped

Revson by a hundredth to get on to the second row. The Brabham transporter disgorged three cars in race-ready trim, all fitted with wing tweaks at both ends (although Carlos alone had the ultra-curved "Indy" wing) and bigger airboxes. On the second day the three engines behaved themselves, although one broke an exhaust pipe. The drivers didn't like their handling much, and the BT42s looked difficult to get into the turns.

The Shadow crew had between them four chassis this time, a brand new one from the works coming to give the UOP team their first spare of a very tumultuous year. This had significantly revised rear suspension with two trailing links per side, instead of the original one, one theory being that perhaps the older pattern was somehow letting the whole assembly "wind up and release." The new car had done a few very slow laps in England before coming, but never did get out on the track in Holland. Otherwise the two works cars both had the revised single-rod geometry seen at Silverstone, and the opinion of the drivers was that this was indeed an improvement. Extensive wind tunnel tests at MIRA had led to the removal of the engine covers (and we've learned a lot of other things, too, but haven't had time to make up the bits yet!) to improve airflow to the rear wings. All this was evidence of a team beginning to catch a second breath, and the grid placement showed real improvement. Follmer lost all of the morning session when, on his first lap, his brakes locked on firmly due to a seized master cylinder, and in the afternoon his handling felt "like on marbles." But Oliver was driving extremely hard and rewarding all the effort of everyone involved with an encouraging place on the fourth row.

The Embassy version appeared in consider-

ably modified guise, chief tweak being the removal of most of the air channelling around the side radiators to improve cooling—which seemed to work. Other fettling had been done, which continued to carry the car further and further away from the works specification, and Hill was especially pleased to find that for the first time he went through all of practice without any mechanical failures.

The Marlboro BRMs had been slightly tweaked about the suspensions, and Regazzoni's engine was wearing a new bigger airbox. Lauda's speed of the day before disappeared in an electrical problem which spoilt his Saturday morning and a comprehensive blow-up which ruined his afternoon. Amon was trying both Tecno chassis, the new Goral one somewhat gingerly as it was doing only its second day of testing. His speed in the wet disappeared in the dry, for as always the Rat-12 was troublesome and also there was a rear suspension problem at one point.

The pair of Surtees-Finas which arrived after yeoman rebuilding efforts had been given some anti-drive at the front, which Pace found an improvement. He too had an exhaust pipe break, which spoilt the engine performance, but turned in a time second only to Hunt's in the Firestone-using category. Poor old Hailwood, though, had a terrible practice, hardly getting a time at all because of an obscure electrical disturbance as well as seized brakes. That followed an oil leak, and preceded a merry fire at speed around the injection. "I glanced in the mirror and saw it, so I set off the extinguisher. Unfortunately it only cooled me off, not the engine, so I kept on driving around until I found a fire engine." All this ruined any chance of earning a grid place, but the other entrants agreed to let Mike start from the back anyway.

The Iso-Marlboros had new chisel noses to mate up the aerodynamics better with the side-radiators, and both chassis were on the narrow track rear suspension. The guest driver for the second car was Dutchman van Lennep, whose second-ever F1 drive this was. He was complimentary about the car, saying it was "nice"—a bit of a contrast to what the last guest driver thought. His oil pressure went away right at the end of practice, but otherwise both cars had little in the way of mechanical trouble all day. Ganley reported the main trouble was in getting the power down on to the road.

Von Opel with the Ensign looked quicker and more confident than one might expect from a driver who has had so few hours in the cockpit recently, and his final time was impressive. The two Marches of Williamson and Purley were brand new but running well, onset of clutch slip spoilt the last efforts of the Wheatcroft driver, while the Lec man looked fast in the slower corners but his lap times as a whole didn't reflect it. Böttler in the Stockbroker car had a plague of electric fuel pump trouble. Hunt in the one 731

Lord Hesketh and team keep an eye on Hunt's progress.



Tyrrell-Ford win the 1973 Dutch G.P.
Jackie Stewart
breaks the world record with
his 26th G.P. win.



**All the cars in the Dutch G.P. had
equally powerful engines.**

The winner had Lockheed brakes, as well.

Like all the other competitors, the winner had an engine developing around 460 bhp.

And, for all the other competitors (and 8 out of 10 British cars) a Borg & Beck clutch was chosen to cope with all this power.

On its own, then, the engine power wasn't enough to give the car that much of an edge over the rest of the pack.

And one of the contributory factors that helped widen the gap was the fact that, this one was fitted with Lockheed brakes.

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Whether you use it to go around a race track.

Or whether you use it to go around the corner.



BP Lockheed Brakes

Fit them and see how fast you stop.



Emerson Fittipaldi's wrecked Lotus after his practice shunt

that has been a standout so far this year was again going excellently, setting best Firestone time and very nearly reaching the time of Reutemann and Revson.

If one studied practice times and did a bit of juggling, allowing for variables of tyres, mechanical troubles, and crashes, one arrived at the opinion that the front half dozen or more drivers on the grid would be lapping very close together in the race, and we might well have another keenly exciting multi-car battle as in the past three Grands Prix. Fittipaldi far down the grid might not join in, because of his painful feet and inadequately sorted replacement car. Peterson's extra-quick practice speed may have been due to tyres but his engine had been off-song at the same time, so what he might be able to do in the race was a question, but certainly the two Tyrrells and the two McLarens should get into a grand scrap.

The pre-race untimed practice was unusu-

ally late, 1 pm and was only 20 minutes long but even by then a couple of teams had found their way into trouble. A crack was found developing in the Ensign's chassis at a rear suspension pickup and as there was no way to weld it up safely with the fuel bags in the tub von Opel had to withdraw. Then, during a preliminary race, the Spa-winning BMW came into the pits with broken suspension and attacked the pair of UOP Shadows, which had been innocently parked there awaiting their own chance to race! There was damage, but they were made ready to start. Fittipaldi's left foot was OK, but his right was giving trouble and he told his manager that he would probably not go far in the race.

RACE

After a dull beginning the weather turned brighter by race time at 2.30 pm. There was still an overcast, the air was cool and the

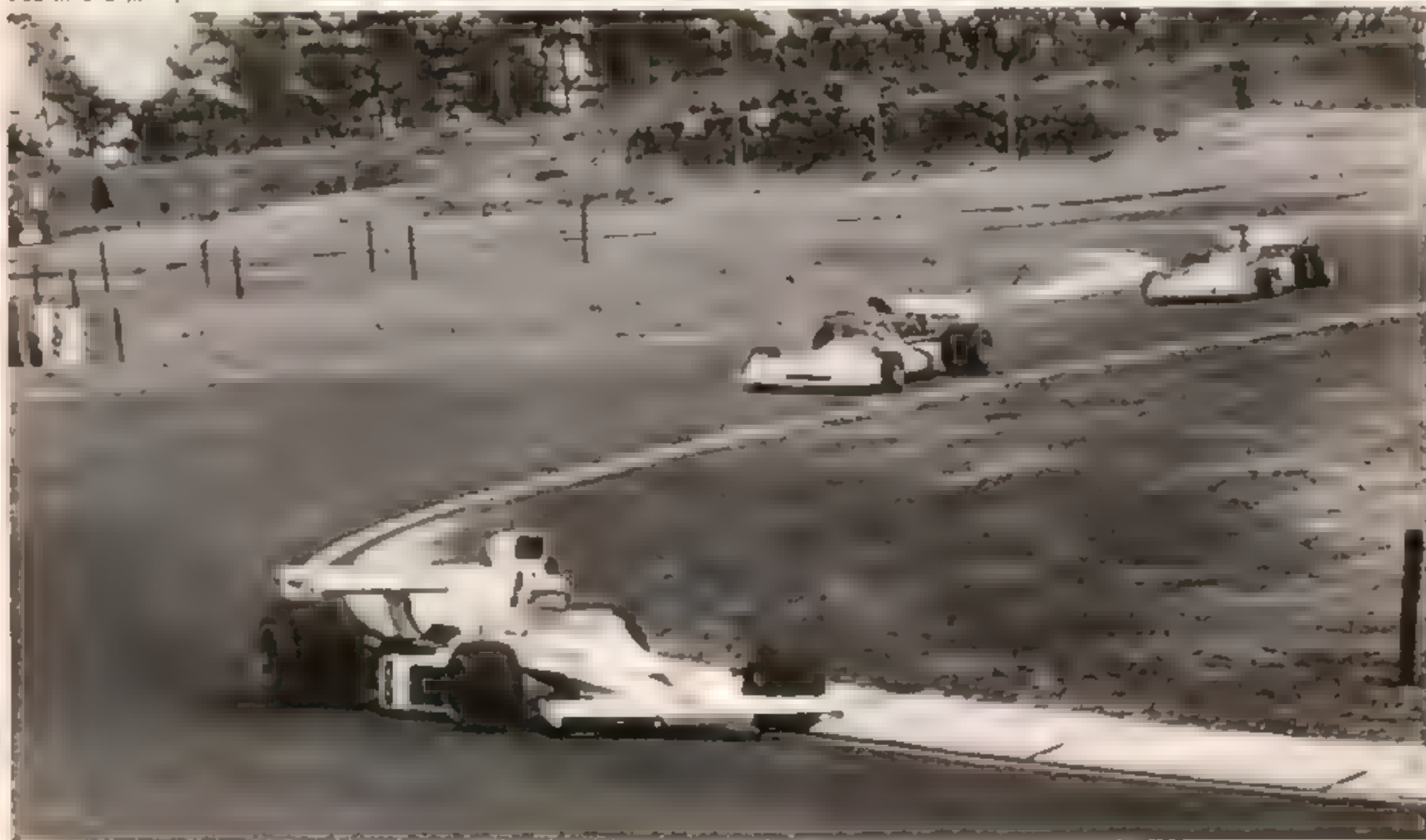
northerly breeze continued, but it looked like staying dry. One by one 23 starters did their single reconnaissance lap, and then formed up for the normal dummy grid procedure. There seemed a somewhat longer pause at the line than usual, but at last smoke burst up and they all descended on Tarzan. There, going into the banking, Peterson held his advantage and was away, with Stewart slotting in behind and Pace running around the outside from his third row place to slip into third place from Cevert. Hunt was fifth and holding off Hulme—so much for learned pre-race data studying! This looked like being interesting!

At "Hunzerug" on the first lap there was a traffic queue which brought Lauda to a halt and Ganley into the back of him; the BRM continued with a dent in the oil tank but the Iso had to stop at the end of the lap for repairs to its new nose. On the second lap Fittipaldi was slowing noticeably, and at the end of it he stopped and retired, saying he couldn't move his right foot fast enough to drive properly. By this time Oliver had his throttles jam at "Hunzerug," which sent him with wheels locked into the rail, and Beuttler was stopping on the circuit with an ignition fault.

For a couple of laps Stewart stayed with Peterson, but the JPS was going especially well on full tanks, while the Tyrrell's brakes weren't quite properly bedded in, and the gap between them began to widen. Pace's really stirring run in third began to flag after five laps as his front tyres overheated, and Cevert moved ahead effortlessly into Tarzan and took up station behind his team leader. The field had already begun to string out, few cars even staying together let alone dicing with each other; already it was becoming a bit of a disappointment.

Williamson and Purley had settled into close company, however, the two F1 newcomers in the two newly built Marches romping around almost nose to tail, obviously having fun as they began to pile up lap after lap of experience. But halfway round the eighth lap it turned into horror. They were suddenly both missing, a long pause developed in traffic behind van Lennep and then a huge pall of

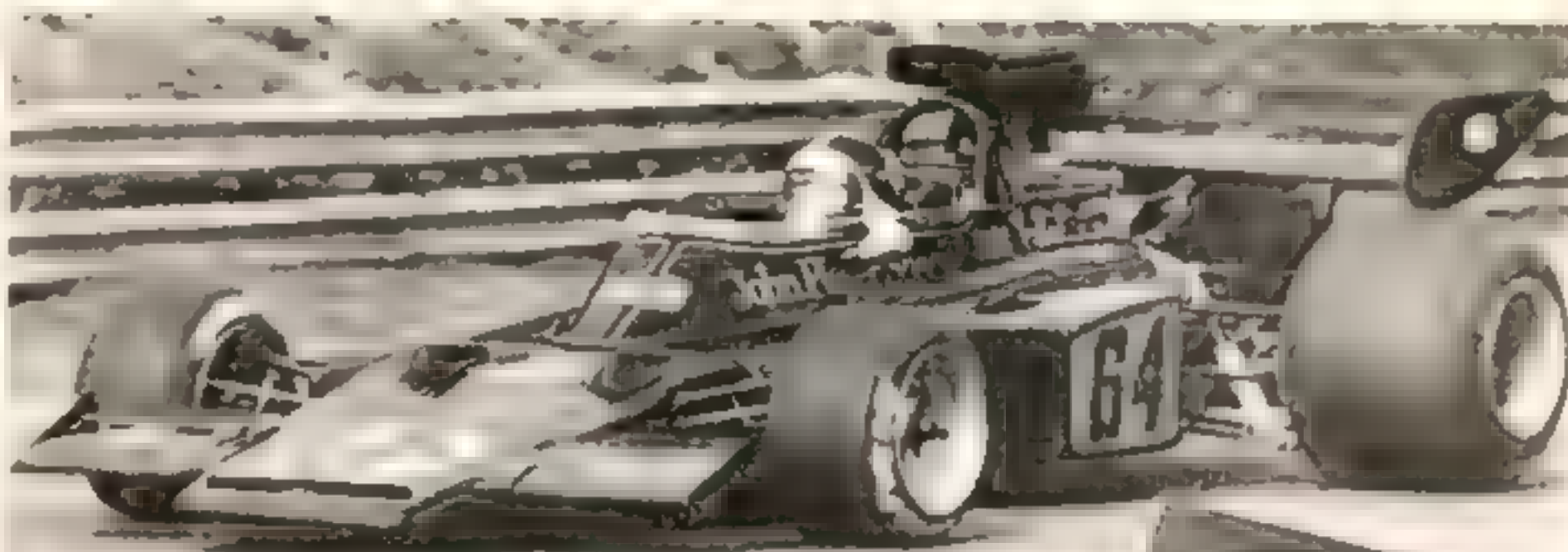
Fourth and fifth placed Peter Revson and Jean Pierre Beltoise lead Carlos Pace. Pace held third place in the early stages



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Hunt and Pace lead van Lennep's sixth-placed Iso Marlboro this was van Lennep's second F1 race

black smoke began to rise over the dunes.

The Williamson car had gone off on the outside of the first of the two very fast fifth gear right-handers leading towards the new slow corner. It had gone into the guardrail on the outside at about a 45 degree angle, hitting with its left front wheel first. All the way from the middle of that corner, leading tangentially away from the racing line, what appears certain to have been the left front tyre left peculiar comet-shaped marks on the road, suggesting that the tread was in some way either deformed or at some peculiar angle, and skipping. There were no other marks from the other tyres. At impact the guardrail, the steel posts of which were sunk into sand without any discernible concrete or other packing, bent back at an angle approaching 45 degrees. Scrape marks left by a metallic surface, presumably the bottom of the chassis, traced the car's slide on along the rail, which over a span of five posts gradually came back to vertical. Thus was formed a sort of spiralling ramp which threw the car into the air and back diagonally across the road. From the point of the last scratch on the rail to the point of first impact with the road surface this reporter paced a distance of exactly 100 normal steps—perhaps 80 yards. From these deep gouges in the road on to the point of final stopping was a further distance of 135 paces. The car stopped on the right side of the road, just at the apex of the second fast bend, upside down, and burning.

David Purley stopped at the scene, himself untouched, and ran into the fire area in an attempt to rescue the driver. From reports of several persons who saw these events, including mostly other drivers whose impressions admittedly came in brief segments of whole sequences, Purley appeared to be the only person of several on the site who attempted rescue. He was seen to try single-handedly to heave the whole car over by lifting a wheel—several of which were still attached to the wreckage—and again to be on his hands and knees at the cockpit, perhaps trying to release the belts. For a period of at least two laps, probably two minutes or

more, the size of the fire was quite small. Then it suddenly ballooned hugely.

There are reports of marshals trying to restrain Purley's rescue efforts. Others saw men with police dogs occupying themselves with restraining the crowd. These reports suggest there were at least several able bodied men on the scene, but no one this reporter talked to saw anyone but Purley actually trying to help Williamson.

A fire-fighting truck drove from the area of the paddock along the circuit—without any yellow flag warning for at least two oncoming drivers—to the scene, arriving after some considerable delay. Meanwhile, another truck not far away, farther along the track from the fire, remained stationary.

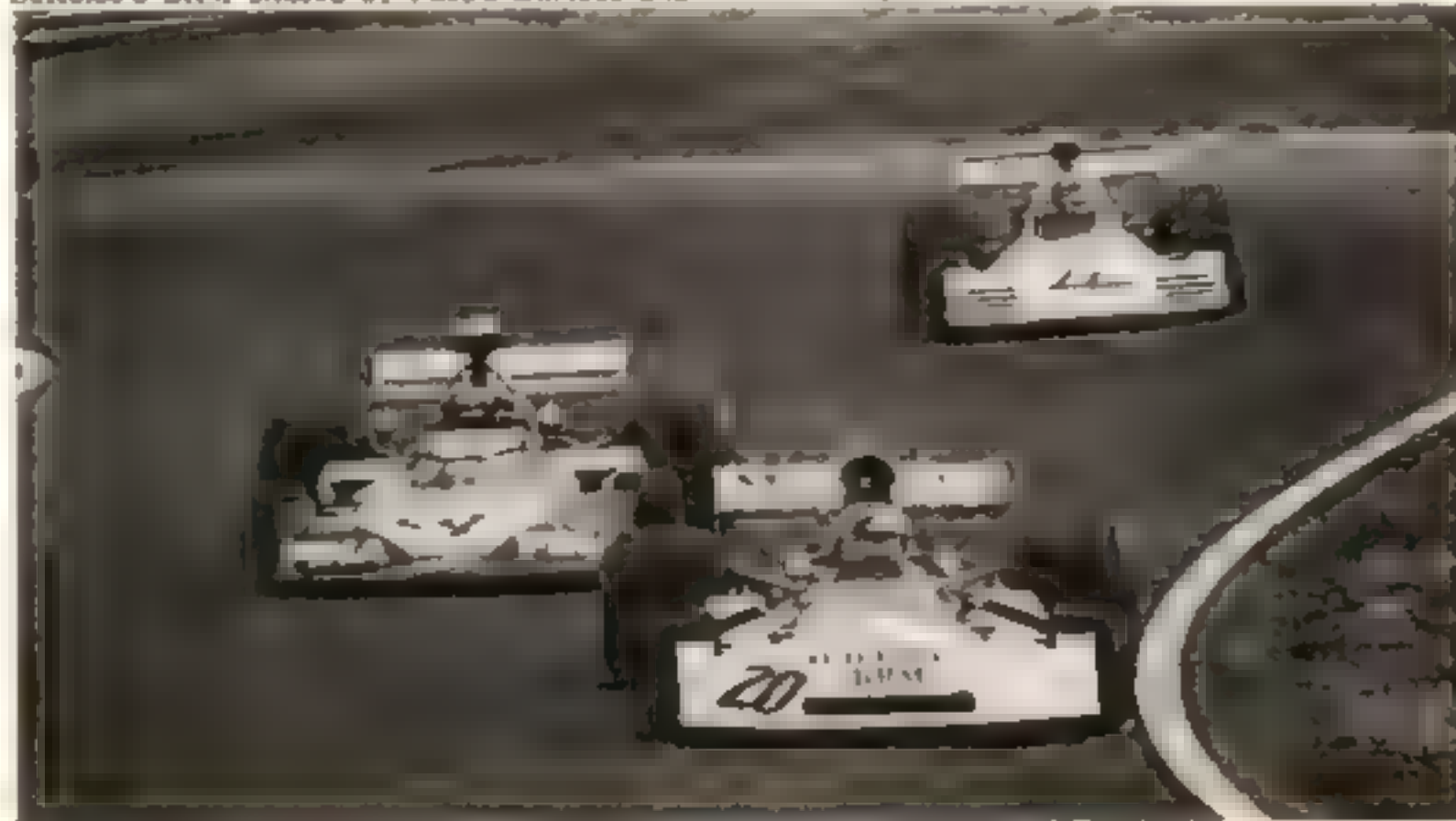
Smoke, but more especially white extin-

guisher powder, was blown by the wind across the width of the track, completely blanking vision for several oncoming drivers. For one, it was thick enough that he felt his throttles sticking "every time through." Several drivers said they felt the race must surely be stopped. Hulme felt so strongly that he drove very close by the pits rail, shaking his fist at the startline officials, trying to convey the gravity of the situation there from across the dunes on the far side of the circuit.

After many minutes, and at least one flare up, the fire was put out. Roger Williamson was dead, after the burnt out car was finally righted a sheet was simply put over the whole wreckage.

The race continued. Peterson developed a substantial lead, of at least 14 s at one point,

Belloise's BRM chased by Pace's Surtees and Wilson Fittipaldi's Brabham



RACE DUTCH GRAND PRIX

DATE AND CIRCUIT	JULY 29, 1978	ZANDVOORT	WEATHER	WARM OVERCAST
LENGTH	72 laps of 2.626 mile circuit 189.06 miles			
CATEGORY	FORMULA 1 WORLD CHAMPIONSHIP ROUND 10			
NO OF STARTERS	23	FINISHERS	10	
WINNER	J. STEWART	IN TYRRELL-FORD	at speed	114.35 mph
FASTEST LAP	R. PETERSON	IN JPS FORD 72D	at 64.2 in 1 lap	117.71 mph
EXISTING LAP RECORD	J. ICKX	(1970) IN FERRARI 312 B1	at 1 min 19.23 sec	118.35 mph
PREVIOUS YEARS RESULT	J. ICKX	(1971) IN FERRARI 312 B2	at	98.06 mph



NO	DRIVER	CAR	TEAM	TYRE	TYRE	CRASH	TIME	REMARKS
1	E. FITTIPALDI	JPS FORD 72D	JOHN PLAYER TEAM LOTUS	LOTUS	GOOD	72D 5	DFV 097	ALL DAY IN 3RD PRACTICE RACE CAR
1T	E. FITTIPALDI	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	LOTUS	GOOD	72D 7	DFV 115	
2	R. PETERSON	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	LOTUS	GOOD	72D 6	DFV 101	
5	J. STEWART	TYRRELL-FORD	ELF TEAM TYRRELL	TYRRELL	GOOD	006/2	DFV 091	RACE CAR
5T	J. STEWART	TYRRELL-FORD	ELF TEAM TYRRELL	TYRRELL	GOOD	005	DFV 131	
6	F. CEVERT	TYRRELL-FORD	ELF TEAM TYRRELL	TYRRELL	GOOD	006	DFV 120	
7	D. HULME	McLAREN-FORD M23	YARDLEY TEAM McLAREN	McLAREN	GOOD	M23 1	DFV 072	
8	P. REYSON	McLAREN-FORD M23	YARDLEY TEAM McLAREN	McLAREN	GOOD	M23 2	DFV 123	RACE CAR
8T	P. REYSON	McLAREN-FORD M23	YARDLEY TEAM McLAREN	McLAREN	GOOD	M23 4	DFV 060	PRACTISED BY HULME AT 7T
10	C. REUTEMANN	BRABHAM-FORD BT42	MOTOR RACING DEVELOPMENTS	BRABHAM	GOOD	BT 42 3	DFV 092	RACE CAR
10T	C. REUTEMANN	BRABHAM-FORD BT42	MOTOR RACING DEVELOPMENTS	BRABHAM	GOOD	BT 42 5	DFV 113	PRACTISED BY HULME AT 7T
11	W. FITTIPALDI	BRABHAM-FORD BT42	MOTOR RACING DEVELOPMENTS	BRABHAM	GOOD	BT 42 2	DFV 107	AT 11 BT 42
12	G. HILL	EMBASSY-SHADOW DM1	EMBASSY RACING	EMBASSY	GOOD	DM1.3A	DFV 135	
14	R. WILLIAMSON	MARCH-FORD 731	STP MARCH	MARCH	GOOD	731 4	DFV 119	AT 731 4
15	M. BEUTTLER	MARCH-FORD 731	CLARKS-PREDAUNT-OUTRIVE-DEBLACHER	MARCH	FIRE	731-2	DFV 084	AT 731 4-2
16	G. FOLLMER	UOP-SHADOW-FORD DM1	UOP-SHADOW RACING TEAM	UOP	GOOD	DM1 5A	DFV 125	ALSO DM1 2A AT STAGE
17	J. OLIVER	UOP-SHADOW-FORD DM1	UOP-SHADOW RACING TEAM	UOP	GOOD	DM1.4A	DFV 124	
18	D. FURLEY	MARCH-FORD 731	LEC REFRIGERATION LTD	MARCH	FIRE	731-1	DFV 094	NEW CHASSIS DM3
19	C. REGAZZONI	BRM F160E	MARLBORO BRM	BRM	FIRE	F160E 09	142 001	
20	J. P. BELTOISE	BRM F160E	MARLBORO BRM	BRM	FIRE	F160E 07	143 020	
21	N. LAUDA	BRM F160E	MARLBORO BRM	BRM	FIRE	F160E 08	142 016	
22	C. AMON	MARTINI-TECHNO FA123	MARTINI RACING	MARTINI	FIRE	FA123/6	F 001	RECALL CHASSIS RACE CAR
22T	C. AMON	MARTINI-TECHNO E731	MARTINI RACING	MARTINI	FIRE	E731 1	F 004	GOING CHASSIS
23	M. HAILWOOD	SURTESS-FINA TS14A	BRADCO BONDING FOR WALKER TEAM SURTESS	SURTESS	FIRE	TS14A 04	DFV 114	
24	C. FACE	SURTESS-FINA TS14A	BRADCO BONDING TEAM SURTESS	SURTESS	FIRE	TS14A-05	DFV 068	
25	H. GANLEY	150 MARLBORO IR	FRANK WILLIAMS RACING CARS	150	FIRE	IR 02	DFV 132	
26	G. VAN LENNEP	150 MARLBORO IR	FRANK WILLIAMS RACING CARS	150	FIRE	IR 01	DFV 067	
27	J. HUNT	MARCH-FORD 731	HEKETH RACING	MARCH	FIRE	731 3	DFV 142	
28	R. VON OPEL	ENIGMA-FORD MN	TEAM ENIGMA	ENIGMA	FIRE	MN 01	DFV 117	

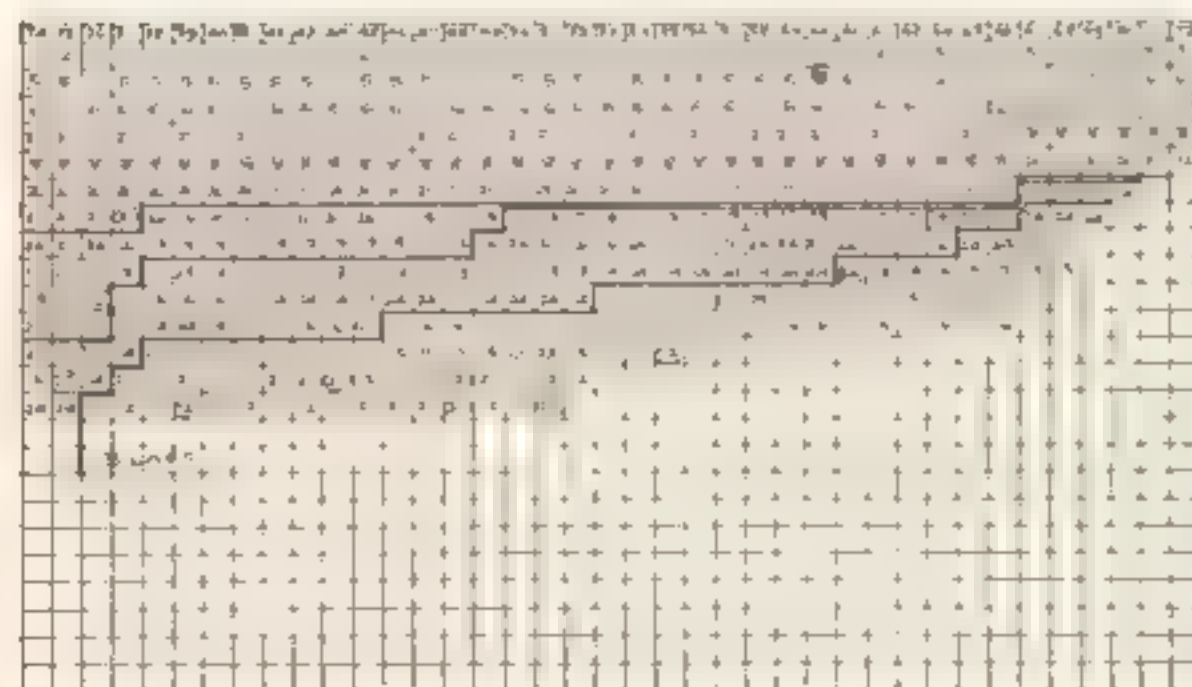
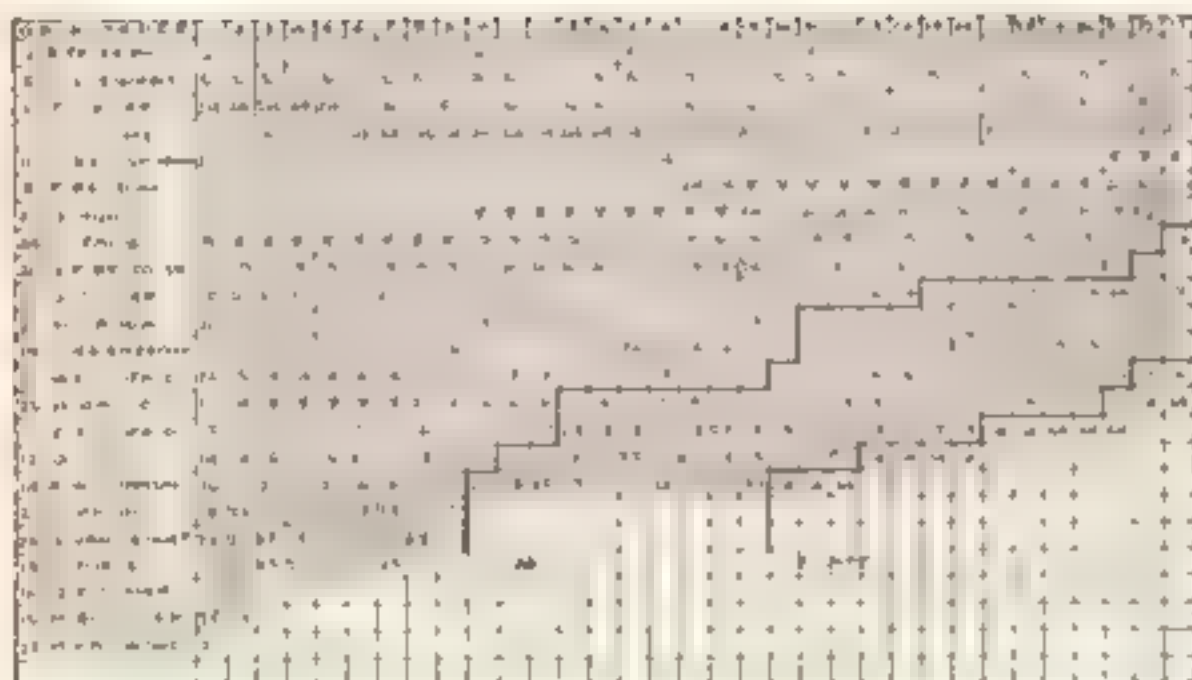
POS	NO	DRIVER	CAR	LAP	TIME	SPD	DRIVE	DRIVER	DRIVER	DRIVER	DRIVER	DRIVER	DRIVER	DRIVER	DRIVER
1	5	J. STEWART	TYRRELL-FORD	72	1h 39m 12.45s	114.35 mph	LOCK	PER	ARM	PER	PER	PER	PER	PER	PER
2	6	F. CEVERT	TYRRELL-FORD	72	1h 39m 18.28s	114.04 mph	LOCK	PER	KONI	PER	PER	PER	PER	PER	PER
3	27	J. HUNT	MARCH-FORD 731	72	1h 40m 15.46s	113.16 mph	LOCK	PER	KONI	PER	PER	PER	PER	PER	PER
4	8	P. REYSON	McLAREN-FORD M23	72	1h 40m 21.58s	113.03 mph	LOCK	PER	ARM	PER	PER	PER	PER	PER	PER
5	20	J. P. BELTOISE	BRM F160E	72	1h 40m 25.82s	112.95 mph	LOCK	PER	KONI	PER	PER	PER	PER	PER	PER
6	26	G. VAN LENNEP	150 MARLBORO IR	70			LOCK	PER	KONI	PER	PER	PER	PER	PER	PER
7	24	C. FACE	SURTESS-FINA TS14A	69			LOCK	PER	KONI	PER	PER	PER	PER	PER	PER
8	19	C. REGAZZONI	BRM F160E	68			LOCK	PER	KONI	PER	PER	PER	PER	PER	PER
9	25	H. GANLEY	150 MARLBORO IR	68			LOCK	PER	KONI	PER	PER	PER	PER	PER	PER
10	16	G. FOLLMER	UOP-SHADOW-FORD DM1	67			LOCK	PER	ARM	PER	PER	PER	PER	PER	PER
11	2	R. PETERSON	JPS FORD 72D	66	NOT RUNNABLE AT FINISH		LOCK	PER	KONI	PER	PER	PER	PER	PER	PER
	12	G. HILL	EMBASSY-SHADOW DM1	56	ENGINE AT FINISH BUT UNCLASSIFIED		LOCK	PER	ARM	PER	PER	PER	PER	PER	PER

NO	DRIVER	NO	DRIVER	NO	DRIVER	NO	DRIVER	NO	DRIVER	NO	DRIVER	NO	DRIVER	NO	DRIVER
17	J. OLIVER	UOP-SHADOW-FORD DM1	1	STUCK THROTTLE HIT GUARD RAIL	DRIVE R 3	MANUFACTURERS									
15	M. BEUTTLER	MARCH-FORD 731	2	STOPPED ON CRUISE ELECTRIC	J. STEWART	51	TYRRELL-FORD	66							
1	E. FITTIPALDI	JPS FORD 72D	2	ANKLE PAINFUL AFTER PRACTICE ACCIDENT	E. FITTIPALDI	41	JPS FORD	42							
14	R. WILLIAMSON	MARCH-FORD 731	8	ACCIDENT	F. CEVERT	39	McLAREN-FORD	38							
18	D. FURLEY	MARCH-FORD 731	8	RETIED AFTER WILLIAMSON'S ACCIDENT	R. PETERSON	25	BRABHAM-FORD	12							
10	C. REUTEMANN	BRABHAM-FORD BT42	10	LEFT FRONT TYRE BURST	D. HULME	23	FERRARI	12							
22	C. AMON	MARTINI-TECHNO FA123	22	FUEL PRESSURE	P. REYSON	13	MARCH-FORD	8							
11	W. FITTIPALDI	BRABHAM-FORD BT42	28	SPIN OFF AFTER TYRE CHANGE	C. REUTEMANN	13	McLAREN-FORD	7							
7	D. HULME	McLAREN-FORD M23	31	ENGINE BROKEN LATE ON PISTON	J. ICKX	8	UOP-SHADOW-FORD	5							
21	N. LAUDA	BRM F160E	51	R/H FRONT TYRE CHUNKING FUEL PUMP	J. HUNT	8	MARTINI-TECHNO	1							
23	M. HAILWOOD	SURTESS-FINA TS14A	53	ELECTRICAL FAILURE BALLAST RESISTOR	A. MEZARD	6	150 MARLBORO	1							
2	R. PETERSON	JPS-FORD 72D	66	ENGINE GEARBOX	G. FOLLMER	5									
					J. P. BELTOISE	4									
					A. DE ADAMICH	3									
					N. LAUDA	2									
					W. FITTIPALDI	1									
					C. REGAZZONI	1									
					C. AMON	1									
					G. VAN LENNEP	1									

AUTOSPORT

PRACTICE 1 DATE 27 JULY WEATHER HEAVY RAIN COOL			PRACTICE 2 DATE 27 JULY WEATHER OVERCAST DRY			PRACTICE 3 DATE 27 JULY WEATHER OVERCAST DRY		
NO.	DRIVER	TIME	NO.	DRIVER	TIME	NO.	DRIVER	TIME
21	N LAUDA	1m 29.45s	5	J STEWART	1m 20.28s	2	R PETERSON	1m 19.47s
19	C REGAZZONI	1m 29.81s	7	D HULME	1m 20.31s	5	J STEWART	1m 19.97s
22	C AMON	1m 29.99s	1	E FITTIPALDI	1m 20.61s	6	F CEVERT	1m 20.12s
2	E PETERSON	1m 30.00s	8	P REVEON	1m 21.26s	10	C REUTEMANN	1m 20.59s
27	J HUNT	1m 30.26s	17	J OLIVER	1m 21.28s	8	P REVEON	1m 20.60s
5	J STEWART	1m 30.42s	2	R PETERSON	1m 21.38s	27	J HUNT	1m 20.70s
20	J P BELTOISE	1m 30.43s	6	F CEVERT	1m 21.70s	5T	J STEWART	1m 20.70s
1	E FITTIPALDI	1m 31.34s	24	C FACE	1m 21.88s	24	C FACE	1m 21.02s
25	H GANLEY	1m 31.83s	27	J HUNT	1m 21.92s	20	J P BELTOISE	1m 21.14s
17	J OLIVER	1m 32.06s	19	C REGAZZONI	1m 22.09s	7	D HULME	1m 21.20s
6	F CEVERT	1m 32.31s	21	N LAUDA	1m 22.58s	17	J OLIVER	1m 21.23s
26	G VAN LENNEP	1m 32.44s	4	R WILLIAMSON	1m 22.72s	21	N LAUDA	1m 21.43s
24	C FACE	1m 32.88s	11	W FITTIPALDI	1m 22.76s	7T	D HULME	1m 21.47s
5T	J STEWART	1m 33.82s	0	C REUTEMANN	1m 23.18s	19	C REGAZZONI	1m 21.56s
14	R WILLIAMSON	1m 35.42s	28	R VON OPEL	1m 23.14s	11	W FITTIPALDI	1m 21.82s
8	P REVEON	1m 36.05s	12	G HILL	1m 23.18s	8T	P REVEON	1m 21.82s
10	C REUTEMANN	1m 36.37s	25	H GANLEY	1m 23.60s	28	R VON OPEL	1m 22.01s
12	G HILL	1m 36.49s	22	C AMON	1m 23.70s	25	H GANLEY	1m 22.10s
18	D FURLEY	1m 37.30s	18	D FURLEY	1m 24.14s	1T	E FITTIPALDI	1m 22.24s
23	M HAILWOOD	1m 37.44s	20	J P BELTOISE	1m 24.19s	12	G HILL	1m 22.50s
15	M BEUTTLER	1m 45.78s	26	G VAN LENNEP	1m 24.56s	22	C AMON	1m 22.73s
11	W FITTIPALDI (ST425)	1m 47.64s	15	M BEUTTLER	1m 29.30s	26	G VAN LENNEP	1m 22.95s
			22T	C AMON	1m 44.81s	18	D FURLEY	1m 23.09s
			16	G FOLLMER	NO FLYING LAP	14	R WILLIAMSON	1m 23.35s
			23	M HAILWOOD	NO FLYING LAP	16	G FOLLMER	1m 24.14s
						15	M BEUTTLER	1m 24.45s
						22T	C AMON	1m 26.31s
						23	M HAILWOOD	1m 32.33s

LAP CHART



STARTING GRID

6 F CEVERT TYRELL-FORD 1m 20.12s	5 J STEWART TYRELL-FORD 1m 19.97s	2 R PETERSON JPS-FORD 1m 19.47s
10 C REUTEMANN BRABHAM-FORD 1m 20.59s	7 D HULME MILLEN-FORD 1m 20.31s	
24 C FACE SURTES PWA 1m 21.02s	27 J HUNT MARCH-FORD 1m 20.70s	8 P REVEON MILLEN-FORD 1m 20.60s
17 J OLIVER LIPSHAW-FORD 1m 21.23s	20 J P BELTOISE MILLEN-FORD 1m 21.14s	
11 W FITTIPALDI BRABHAM-FORD 1m 21.82s	19 C REGAZZONI MILLEN-FORD 1m 21.56s	21 N LAUDA MILLEN-FORD 1m 21.43s
25 H GANLEY ISO-MILLEN-FORD 1m 22.10s	28 R VON OPEL EMLEN-FORD 1m 22.01s	18 D FURLEY DID NOT START REAR SUSPENSION FAILURE
14 R WILLIAMSON MARCH-FORD 1m 22.72s	12 G HILL EMLEN-FORD 1m 22.50s	1T E FITTIPALDI JPS-FORD 1m 22.24s
26 G VAN LENNEP ISO-MILLEN-FORD 1m 22.95s	22 C AMON MARTINI-TECH 1m 22.73s	
15 M BEUTTLER MARCH-FORD 1m 24.45s	16 G FOLLMER LIPSHAW-FORD 1m 24.14s	18 D FURLEY MARCH-FORD 1m 23.09s
		23 M HAILWOOD SURTES PWA 1m 32.33s





Mid field runners: Follmer leads Hailwood, Beltoise, Ganley and Regazzoni

and established the best race lap. Stewart and Cevert raced around together, Cevert attempting two or three times to out brake Stewart into Tarzan as if to force his teammate to speed up, at least. With time Stewart's brake pads bedded more properly and as his fuel load lightened he was able to go better, and his teammate stopped pushing. At the same time the JPS handling was growing less perfect, its front brakes were tending to grab, and the gap between Peterson and Stewart shrank. It shrank irregularly, sometimes by a whole second, sometimes by a mere tenth, and once or twice it actually grew bigger. With nine laps to go it was 3.3 s, and then the next time around it was Stewart in front by 1½ s. Cevert followed him by, and Peterson arrived in the pits with the engine smoking heavily, running on only a few cylinders, and oil and water in the airbox. He reported that there had been no real trouble with the car, that the irregular reduction of the gap was due simply to bad luck in traffic (Stewart was critical of two or three of the drivers he had to lap.) Then suddenly he found he had lost second and fourth gears, and on the next lap the engine suddenly lost most of its power.

That left the two Tyrrells to drive to their 1st-2nd placing, although Cevert slackened right off in the last few laps as his right tyre was punctured—it finished completely flat. Behind was James Hunt taking the Hesketh March to its third excellent finish; he had driven briskly, cleanly and consistently all the way with no one near him in the race until nearly the end, when Revson was looming behind. James' problems were mainly with his neck, which was painful, and his clutch actuation which packed up around two-thirds distance. Revson's car hadn't responded as expected to handling tweaks. Hulme had been running ahead of the other M23, and was in fact closing on Hunt and looking like passing at any moment into Tarzan when suddenly his engine blew up.

Pace's stirring beginning died away as his engine went bad and his front tyres went off—two of them finally chunked. Reutemann was going well when the tread apparently flew off his left front, which gave him a nasty moment just at the braking point by the pits at maximum speed. Wilson Fittipaldi's very unsatisfactory handling caused him to change three tyres in one stop; he did one more lap before spinning off at Tarzan and leaving the car where it stopped in disgust.

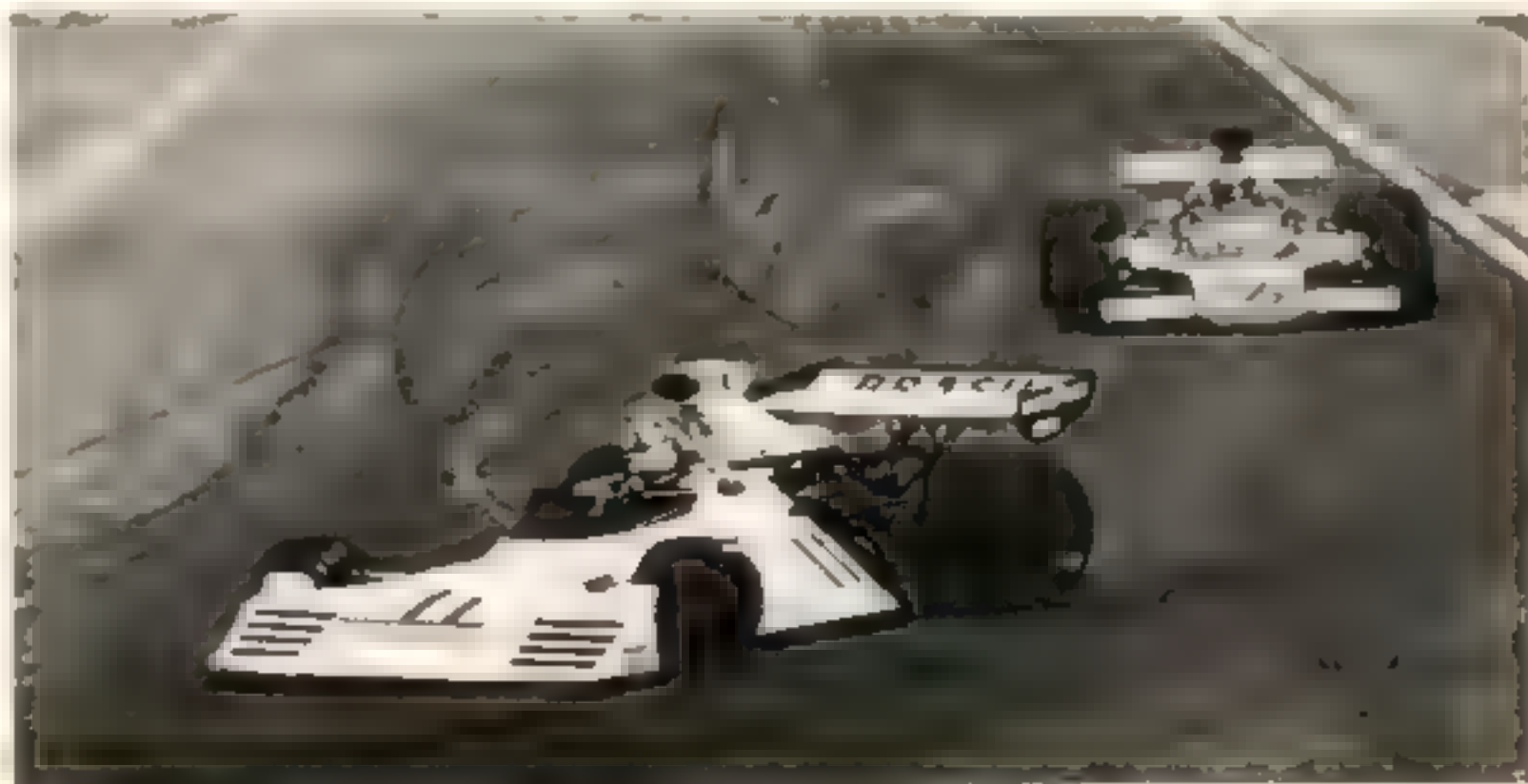
Of the rest, Lauda's BRM offered a host of problems from an oil leak through a tyre change to two bouts of fuel pump belt breakages and eventual retirement through pump failure. Regazzoni stopped once to replace a chunked tyre and again to take on fuel, although at the end the car was carrying plenty so it was a pickup problem. Beltoise ran the distance without trouble. Van Lennep came into a point-earning sixth in this his own nation's GP, which was his second-ever GP.

Both laps in fact finished, though Ganley had to make a second stop after his initial nose-repair because bits of glassfibre had gone into his airbox and jammed his throttles. Follmer had a slow puncture due to running over accident debris but the car itself was running sensibly. Hill reached ninth place before the engine began going off song and losing water, due presumably to an internal crack. Graham merely made a series of stops for water and carried on to the end. Hailwood stopped when an ignition "ballast resistor" broke and Amon quit with exact repetition of the Silverstone fuel pressure trouble.

The return of racing to Hail and should have been good, but through no single fault this will be remembered as one of the worst meetings anywhere. The race was disappointing even before the accident, but that destroyed any spirit that might have been left. As always after a tragedy there will be work towards curing the inadequacies it revealed in the long run the rest of the racing world will gain from the loss of this young man, but it seems now an unnecessarily heavy price for the ability to see things which might have been visible with just a little more imagination.

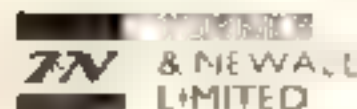


Von Opel went extremely well in practice but failed to start the race (above). Wilson Fittipaldi holds off sixth-man van Lennep (below)

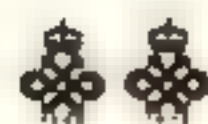


**Jackie Stewart
wins his
26th Formula One
World Championship Race**

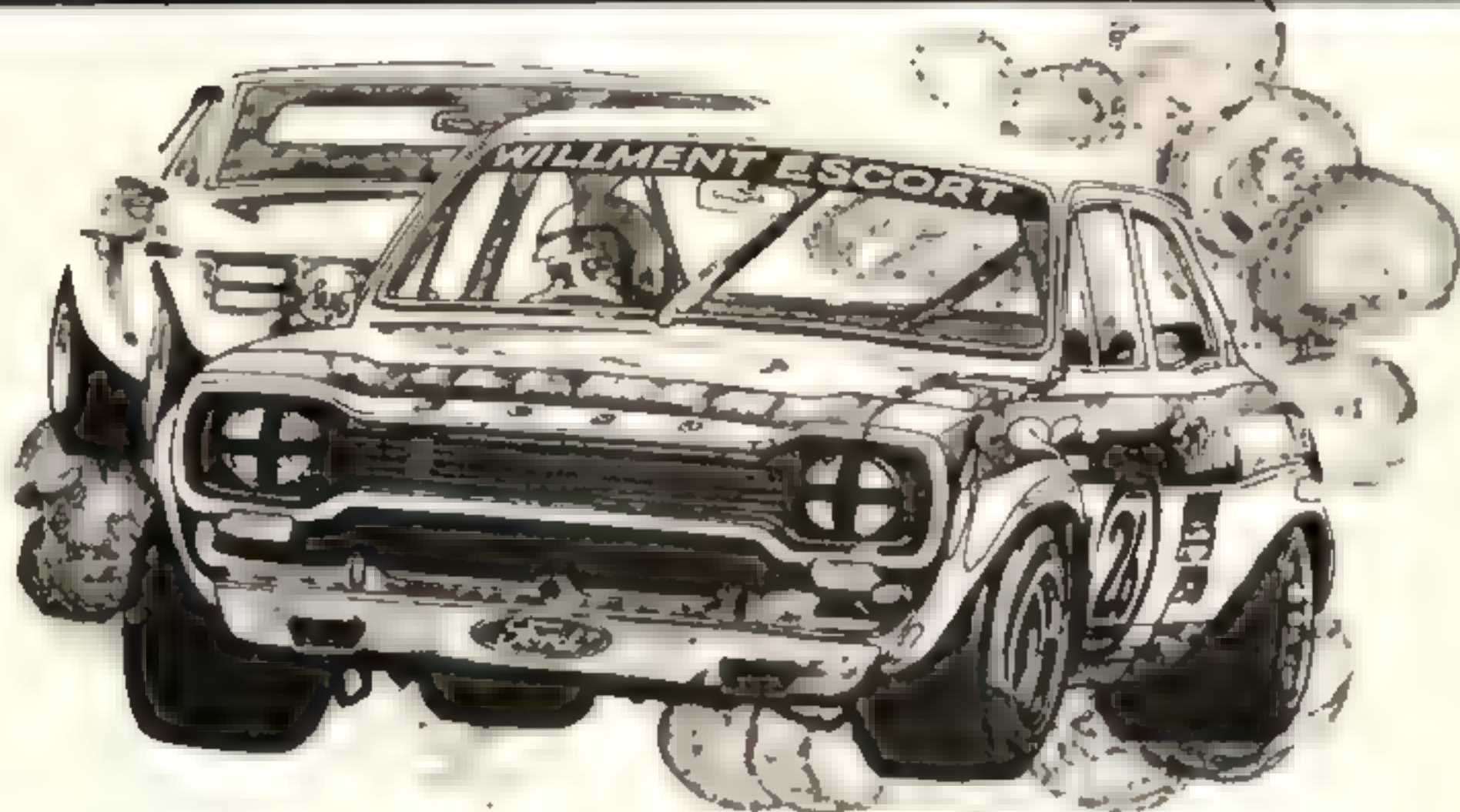
We did our best to stop him



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'RAC scrutineers have a duty to be absolutely au fait with developments and regulations

CHRIS MASON

Looking back to Spring Bank Holiday Monday, two cars were excluded from the Tate Formula Ford Championship race at Croft because the RAC Scrutineer considered that one or more tyres on each car was too worn for safety. As the competitors formed up on the grid, the RAC scrutineer (an experienced man who, it should not be forgotten, has acted most competently in this capacity for a long time) appeared to examine the tyres of some of the cars, and ordered those of Peter Clark and Graham Cuthbert off the grid. Cuthbert dutifully wheeled his car onto the grass, but Clark, who had received only a peremptory and indistinct direction at a time of considerable tension, was not sure what was going on, and so started with everyone else. Nobody prevented Clark from starting, and he was both bitterly disappointed and very angry when he was black flagged after three laps when he was well in the lead.

After the race had ended another competitor showed the scrutineer his own, rather more bald, tyres and enquired why he had not been excluded. Nobody had a convincing answer to that one. I can personally vouch for Clark's tyres being within MoT regulations after practice (they were the ones he raced on) and Cuthbert assured me that his were slightly less worn than Clark's. What was particularly disturbing was that, if Cuthbert is to be believed, the scrutineer appeared not to realise that today's FF drivers usually have a set of unworn tyres for wet conditions. The question of what constitutes the optimum tread wear consonant with safety on a Firestone Torino is something about which FF dicers are expert. Certainly, I have yet to see an FF race where a tyre has blown because of excess tread wear. However, I'm prepared to let the drivers and the scrutineers sort that wrangle.

However, I would draw two conclusions from this unfortunate incident. First, tyre inspections should be made in the assembly area when there is still time to change a worn tyre and not amid the confusion of a starting grid, and secondly, that RAC scrutineers have a duty to be absolutely au fait with developments and regulations, even though increasingly complex rules in some categories make their task an increasingly difficult one. I should like to add here that, contrary to the opinion expressed by one of the competitors concerned, the race organisers (BARC Yorkshire Centre) were by no means unanimous in their approval of the scrutineer's action, but naturally had to uphold his verdict. The Club's startline officials could only be faulted in allowing Clark to start and then taking several laps to black-flag him. However, to anyone used to the confused, tense and exceedingly noisy atmosphere of a race start, such a partial breakdown in communication is easily understandable, if regrettable.

PROTESTS

In an era when club racing is intensely competitive and when category regulations are increasingly subtle, it is a sad fact of life that

there are so many protests, both on eligibility and dangerous driving grounds. I had the opportunity recently of sounding out a number of drivers concerned in Formula Ford, Modified Sports, and Group 1 (all afflicted with protests at times) about the vexed subject of protests. No, all FF acers are not itching to protest their rivals out of the results; in fact everyone is well aware that a protest against a fellow competitor gives the impression of a sour grapes attitude which reflects badly on the protester, however valid his complaint.

Once again we come back to the necessity for well informed, observant, and conscientious race officials. If a driver is performing dangerously on the track, or an FF is visibly quicker than all its supposedly similarly powered rivals, then observers and scrutineers should take action. The wild driver should be given a good talking to or worse, and the questionable engine should have the seals clapped on it, all without the prompting of a directly interested competitor. We maligned scribblers know who is a repeatedly wild driver, and we know who is widely suspected of running bent engines, so why don't officials act to clear the air? I suspect the answer is a mixture of the natural desire to avoid unpleasantness and I fear, sometimes, a lack of personal contact with those involved. However, I believe that much unpleasantness and suspicion could be avoided if race officials took a more positive line.

I do not want to be unfair here and I know that the RAC periodically has swoops on FF engines (although I've never known one in the North East where I report), and some clubs, notably the BARC, take a strong line on eligibility regulations—ask four Spridget drivers who were at Croft on Bank Holiday Monday—but these are the exceptions which should be the rule. For comparison, when he sees a foul committed, a football referee does not wait for a player to complain before he blows his whistle, and if he repeatedly does not see fouls committed, his competence is vociferously questioned.

PROMOTION

During my perambulations covering race meetings and speed hillclimbs in the North-East there is little that quickens my interest more than signs of real enterprise in promotion. Dr Who and the Daks at Harewood, air displays at Croft and Rufforth, and the involvement of Tate of Leeds (whose racing programme seems to be hanging in the balance at the time of writing) are good examples of enterprise. An apparent lack of interest on the part of Croft's management in what is going on racing-wise in other parts of the country, and the nomination of an Easter clubbie as a National meeting are examples of the opposite.

In the matter of enterprise, sometimes, the promotion of circuit racing in the North-East is in harsh contrast to the promotion of speed hillclimbing. Club racing in the area is of a generally good standard but international is apparently a thing of the past. I know Croft, Rufforth and Cadwell (the most spectacular track in the country) have planning and amenity problems, but with one notable exception nobody with the power or the money seems to want to give what is a thriving motor sporting area some top-line events. If 10,000-15,000 people will turn up for often indifferently publicised Bank Holiday clubbies, as Croft's management assures us they do, on days when there are many counter-attractions, then there is scope for bigger and better meetings. Last year's Northern FordSport day, poorly publicised as it was, was an excellent step in the right direction, so let's go on from there. If my memory serves me correctly, some 30,000 people came to Croft's well-publicised (and fortunately sunny)

inaugural meeting in 1964. Surely those thousands could be persuaded to come again.

In complete contrast is the hillclimb scene. I have been accused of being biased in favour of the BARC Yorkshire Centre, but if I am, it's because they have consistently impressed me. Harewood has been known to attract over 10,000 people to what is one of the more esoteric branches of motor sport. Why? Because Mike Wilson and his team provide good friendly organisation; spectator amenities are unusually good for a basically temporary venue; the programmes are full of useful information and informative articles (and are far more complete and accurate than any other motor sporting programme in the area); the special attractions such as Dr Who and the excellent recent display put on by Andrews Bros., the Bradford BMW dealer, are thoroughly worthwhile; and the bigger meetings are given good publicity (television advertising included). The certainty of finding enthusiasm, helpfulness and efficient organisation, in turn, attracts the cream of hillclimb drivers and their increasingly sophisticated machinery—which all adds to the spectacle. This is not to say that the BARC have a monopoly of good meetings in the North-East. I have been to some dull meetings organised by the BARC, and have been to most exciting affairs run by other clubs (notably the BRSCC(N), DDMC, and NSCC), but for consistent enterprise the BARC(Y)'s hillclimb activities are worth studying by other clubs.

HYBRIDS

APPRECIATED

A year or two ago there was a bitterly opposed move to outlaw the hybrids now such a feature of special saloon racing; a move which was fortunately dropped. Thus the radical and relatively inexpensive hybrids have continued to excite the interest of casual spectator and admirer of mechanical ingenuity alike. Since special saloon racing is relatively uncommercialised by comparison with some other categories of "club" racing, the spectacular devices which feature in these races tend to be little publicised—although Mick Hill's beautifully engineered and highly successful Boss Capri is a notable exception.

The North East is liberally endowed with these transplants, with Doug Niven's now highly competitive Chas Beattie-built, and Taté and Perdal-developed Boss Escort, and Keith Bowmaker's 4.7 V8 powered Escort springing to mind. Among the Minis we have had Sédric Bell's Holbay F3-engined car and the Cosworth SCA-motivated machine of Andy Barton—the latter unfortunately wrecked earlier in the season—and now two more wild Minis have made their appearance. Former Clubman's driver and one-time F3 exponent, David Wragg from Sheffield, has employed a Cosworth SCA motor but in a very different way to Barton. The engine of Wragg's Mini is alongside the driver, longitudinally, in a highly claustrophobic cockpit, and drives through the rear wheels—a real Mini Ford! This device has already earned a couple of class wins over the Bank Holiday and with development, even Messrs Barton, Bell and Clacher might have to watch out.

Fuel system bothers unfortunately prevented the debut of Dave Muter's Beeswing Inn-supported, and smartly presented offering at Croft on Bank Holiday Monday. This Mini is fitted with a pukka turbocharger and is the most fearsome looking Mini I have ever seen, reminiscent as it is of Alec Poole's Complan Mini! Whatever the successes of these adventures in engineering, they add enormously to the interest of club racing. Long may they continue.

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F3 Scrutineering

As a keen follower of motor sport, and in particular F3, I feel I must put pen to paper and comment on the totally inadequate standard of scrutineering at recent championship races.

The situation has gradually deteriorated throughout the season and I was appalled at the July 22 Mallory Lombard round, when at no time, either during scrutineering, or after the event, was any check made on the legality of the competing cars.

With it becoming the rule, rather than the exception, that the cream of the F3 drivers are chosen for F1, I am convinced that there exists a hard core of competitors willing to infringe the regulations in order to be successful.

Surely it is time the RAC took positive action to disprove allegations of the existence of 1800cc engines, reputedly used in minor championship events, where fear of detection is minimal. In fact on only one occasion this year—the Daily Express meeting at Silverstone—has there been any measuring of engine capacity.

Even at major events, drivers are rumoured to be using "leaky" airboxes in practice, in order to gain high grid positions. To make matters even worse there have been instances of scrutineers openly admitting, before the race, that no vacuum tester is available to investigate airboxes, etc., for leaks.

Wherever stringent regulations exist, then obviously they must be rigidly enforced. The onus is therefore on the RAC to appoint a scrutineer solely for F3. He could attend all meetings in this country and check the first six cars for compliance with the regulations in respect of weight, restrictor size, absence of air leaks and, above all, engine capacity.

Practice sessions obviously pose a greater problem, but could the cars not be checked in the assembly area for restrictor size and air leaks? Also spot-checks in the pits during qualifying shouldn't prove too difficult. I am convinced that only after the appointment of such a super-"scrute" shall we see a return to close F3 racing, with results an indication of driver ability and not the team's willingness to dispense with the regulations. Name and address supplied.

Matthews' thanks

Briefly, may I thank the marshals and medical staff who helped me following the crash at Silverstone on Grand Prix day. Their general attitude was perhaps typified by the two lads who actually pulled me out of the car appearing at Northampton Hospital that night, at 11 pm, being the earliest they could complete the day's job and work through the traffic.

The hospital staff were great, but having been discharged on Thursday, I found the most distressing part of the whole business was to hear that my mate "Brode" will be tethered to his traction machine for the next eight weeks.

LINDRICK DALE,

WORKSOP, NOTTS.

DAVE MATTHEWS.

Photographer's view

I would like to right a situation that seems to have been blown up a bit too much, following Jackie's article in the Daily Express and followed by Autosport (July 19). This on behalf of not only myself but other motor racing photographers.

First, Jackie reckons I should not have been there at all. If this statement is to be

taken to its logical conclusion then nor should virtually all the professional photographers present have been in similar positions (at other corners during the course of the week-end).

In fact I considered my position to be pretty well as safe as any on the inside of the track. The Tyrrell passed me quite slowly (facing the right direction), gained the track again, then ploughed into the corn. I, in fact, moved a couple of paces towards the infield, but this was more reaction than because there was going to be a collision.

It is also nonsense to say that I had a tripod set up. All the spectators in the Stowe stands will bear witness to that, coupled with that fact, tripods are unmanageable and for action photography superfluous.

Lastly, I think the way Pete Lyons has outlined the incident, Stewart would be appearing to apportion some of the blame to my presence. That is quite nonsense, the consensus of opinion at the corner at the time was that he (Stewart) was pressing on probably a trifle too prematurely.

Anyway, the point of my being where I was, apart from recording the race, was that I had a hunch that Stowe was the spot where Jackie would do his overtaking (remembered from the '71 GP) and consequently to record just such a sequence.

CHARLES BRIMCOMB-KNIGHT

CARLTON HILL, LONDON, NW6.

Team Surtees are grateful for help

I would like to thank personally, on behalf of myself and everyone at Edenbridge, all those people who have both written and telephoned expressing sympathy and generally offering their help in every manner and means imaginable. I will, in any case, attempt to reply to everyone personally in due course.

Naturally at times such as this it is very difficult to utilise outside technical assistance because of the very nature and type of construction of a Formula 1 car, plus the fact that normally a very large percentage of our cars, compared with most manufacturers, is made on our own premises.

The wide variety of age groups, professions and occupations of the enthusiasts who have written to us is refreshing inasmuch as it demonstrates the silent type of support which a team does enjoy and which motor racing as a whole has behind it.

In closing, and not mentioning any names, I would thank those two teams who were so prompt in offering various forms of assistance to help us at this stage. Work is progressing well at Edenbridge and we envisage that by the German Grand Prix we will have again rebuilt three Formula 1 cars.

EDENBRIDGE, KENT

JOHN SURTEES.

(Team Surtees Limited)

An uninteresting view of racing

John Surtees' unfortunate remarks on the shunt at the GP seemed a little uncalled for. Surtees says he made a few mistakes when he took up car driving; he was very lucky. Today he could have done the same as Scheckter. He has no criticism of Stewart who went off without affecting others.

Maybe if Surtees was a little more adventurous in his selection of drivers, he might be more successful and we would see more than the usual procession of mobile advertising, colourful, but uninteresting cars.

CHARLWOOD ROAD,
LONDON, SW15.

R. EDWARDS.

Move the grid at Silverstone

On reading your editorial concerning Woodcote Corner and the various accounts of "the accident" it appears to me that there is a simpler, and certainly less expensive method of improving the corner.

This is to move the grid well into the straight and thus lessen the possibility of oil, water and rubber being laid on the exit of the very fast bend.

HUNTLEY MANOR, GLOUCESTER.

MIKE FREEMAN

Big restriction

Ian Phillips stated in his report of the F3 heat at the Silverstone GP meeting, that it seemed rather petty to disqualify Mike Wilds over his restrictor hole being 30 thou oversized, as there was obviously nothing to be gained by such a minimal amount.

On the contrary, if the legal size for the hole is 21.5 mm and it is increased to 22.25 mm it would be a gain of about 7 per cent. If a good F3 engine is giving 130 bhp then the increase would be 9 bhp, which by no stretch of the imagination can be called minimal.

How the restrictor became oversize one does not know, but this sort of thing can only give F3 a bad name.

BASINGSTOKE, HANTS.

A. DONOHUE

Disgusted marshal

I have been attending motor race meetings since 1954, marshalling for the BRSCC since 1962 and have attended the British Grand Prix in an official capacity since 1964.

My job at the John Player Grand Prix was pits/startline marshal, and after the first lap accident I appreciate that team managers with cars involved were entitled to take their personnel with them in order to give expert assistance in clearing the wreckage, and help get their respective drivers out of crashed cars. I therefore stood halfway down the pit road trying to stop the wrong personnel from getting to the accident, because this only hampers the rescue operation. I then went to the scene of the accident to help the marshals clear away the damaged cars, and keep away the general "hangers on." We formed a human chain 15 to 20 yards away from de Adamich's car which was the only one being worked on by doctors, marshals and mechanics.

I was confronted by Barrie Gill, the well-known BBC reporter, without camera, who said that he wished to go through the chain. This I politely refused, at which point he ran to the car with myself in pursuit. I again asked him to leave the area and he said that he was there "to report to the Italian viewers that de Adamich was not too badly hurt."

I appreciate that he has a job to do, but I suggested to him that he could make his report 100 yards away rather than five yards; nevertheless he did not go until a policeman removed him. I was absolutely disgusted that a professional reporter, familiar with the sport, should so inconsiderately clutter up the accident area. Also, I was concerned with the bad example set to (a) the accident-seeking public and (b) the irregular photographers whom one sees only at Grands Prix. Yet again it makes a marshal's job very difficult to keep people away when they say: "If Barrie Gill can stay why can't I?"

CHOPSTON, LEICS.

ANDREW LONGDER.

Most people think I'm an American car buff because I drive a Corvette, but in fact that's far from being a typical American car, and the big sedans from Detroit that I have driven from time to time usually struck me as unwieldy monsters with squashy suspension, vague steering and an unhealthy isolation of the driver from the road. But the American motor manufacturers are clever production engineers, and spend millions of dollars on developing their products. Obviously, then, their cars are designed as best they know how for the conditions that they can be expected to meet. Those conditions don't include the sort of twisting, narrow fun roads in Kent where British journalists tend to try out road test cars.

They do include a vast continent over which ordinary businessmen or families on holiday may travel up to a thousand miles in one day. They include temperatures from 30 degrees below freezing to 120 in the shade. They include vast expanses of desert without garage or human aid for hundreds of miles and mountain passes with year-round snow and 13,000-ft altitudes. We may not have a

Air-conditioned coffee milk shake

SIMON TAYLOR recounts an American-sized road test in an American-sized Ford

particularly high opinion of the bread and butter American car when we try it on English roads, but it's small wonder that the average American has an even lower opinion of British products. There are quite a few British mass-produced cars that are unlikely to survive 50,000 miles a year in those conditions, and rather than risk a breakdown in mid-desert an American customer will probably be conservative and go for a domestic

product that he feels will be trustworthy.

So the fair way to test an American car is in America, doing what it was designed to do. And I recently had just that opportunity. My wife and I picked up a brand new Ford Gran Torino from the factory in Detroit with just seven miles on the clock. 17 days later we returned it with almost 7000 miles on the clock. We had dined for hour after hour across the endless flat cornfields of the Mid-

Travel-stained and fly-spattered after its 7,000-mile trip, the Gran Torino on its return to Ford World HQ at Dearborn



West. We had climbed to 12,000 feet up and down the snowy hairpins of the Loveland Pass, high in the Rocky Mountains of Colorado. Air conditioning going full blast, we had pounded across the cruel emptiness of the Yuma Desert in Arizona, and into the impoverished desolation of Northern Mexico. We had driven up the rocky beauty of the Pacific Coast in California, and had been booked for speeding by a gun-toting cop on the El Centro Freeway. We'd sat in a traffic jam on Hollywood's Sunset Strip, and dived and bounced our way up and down those crazy little streets in San Francisco (remember the film *Bullitt*?). Then there was the trip back east, going from the gambling city of Reno to Rawlins, Wyoming, at one sitting—over 800 miles, many of them across the Nevada desert, the only part of the USA where there's no speed limit and you can average 100 mph. And the car never missed a beat.

I must confess that before this trip I was pretty ignorant about most current American cars, apart from the types that sell in this country, like the Mustang, Camaro and Firebird. To the average American these are

rather adolescent machines which have no room inside, make too much noise and ride too harshly. But I discovered that Ford, and the other giant American manufacturers, divide their products into definite strata by size: there's the sub-compact (the Pinto, roughly the size of a Cortina), the compact (the Maverick, slightly smaller than a Granada), the medium saloon (the Torino, pretty huge by English standards), and the full size (the Galaxie—just enormous). There are also "personal" cars like the Mustang and the Thunderbird.

Not only is each of these basic models available with a bewildering variety of engine sizes and luxury options, which can sometimes double the basic cost of the car, but also different marque names are used to distinguish more luxurious versions. Hence the Mercury Cougar is a Mustang shell with different front and rear bodywork, and the Continental is a luxury version of the Thunderbird.

Ford now operate a deal for non-Americans who want to buy a car and also have a fantastic holiday, called the Tour America Scheme. It works in the same way as schemes that have been successfully used by British and Continental car manufacturers for American customers touring Europe. You fly to Detroit, get an awe inspiring tour of part of the incredible complex of factories where your car has been made (Ford even make their own glass and steel and have their own mines, fleet of ships and blast furnaces), and then take over the car to wander where you will across America before returning home by plane while your car follows you by boat.

Our trip was a sort of dummy run for the Tour America Scheme, the only difference being that I didn't keep the car at the end of it! "My" Gran Torino was a four-door saloon in metallic brown, with 5.7-litre V8 engine and Cruisomatic transmission—a typical American family car. The engine was the smooth, silent V8 one expects from Detroit, although the mandatory anti-pollution equipment makes it much less powerful than it ought to be, and as the car must weigh a good two tons the performance isn't particularly startling. When we got to Nevada we discovered that, with air conditioning and not the most powerful engine in the range foot to the boards for several minutes produced nothing more than 104 mph on the clock. But it's worth pointing out that at that speed the car was still as quiet and smooth as ever, and felt perfectly stable, perhaps with more mileage it would have been faster. Only two things prevented us from cruising at that speed from coast to coast: the strictly enforced speed limits, and the fact that at that speed the fuel consumption went down from 14 mpg to about 10 mpg. I'd hate to drive the basic Torino with 4-litre six-cylinder engine, but I don't think they sell many like that. And in England one could very quickly remove the anti-pollution gear and re-jet the carburation for much greater power and efficiency.

The automatic transmission was again the typically efficient American device, and worked so unobtrusively that one quickly forgot about it. The power steering had more feel and self-centring action than big Yanks used to have a few years ago—a legacy, presumably, of the performance and pony car cults—and similarly the brakes did their job well, with ventilated discs at the front, finned drums at the rear and powerful servo action.

The handling was what you'd expect from a two-ton, nose-heavy, softly-sprung car. It was never really unpredictable nor did anything surprising, but a lot of roll and very strong understeer meant that slow in, fast out was the way for roundabouts and turnpike exits. On smooth roads it was perfectly acceptable, but cornering hard over bad bumps it was less happy, as the steel-belted radial tyres tended to hop across ridges. The best thing about the car was the way it rode smoothly without wallowing, for although the all-round coil suspension was soft it was well damped.

Obviously a lot of the huge development costs had gone on the elimination of noise. Rather surprisingly the Torino, along with

many American cars, has a separate chassis frame, which must help, for the engine is inaudible, there's no drumming or body noise at all, and wind noise is very slight. This is the real reason why one can travel such enormous distances without fatigue.

Passenger comforts are well thought out, too. Our car had bench seats which, while not striking me as particularly comfortable, didn't leave me with any aches or pains after sitting in them all day, so they must have been designed with a lot of thought. Rather than plastic I would have preferred cloth covering, which is available as an option and is less sweaty.

The air conditioning was very effective and easy to use, and absolutely indispensable in the hot and humid areas. I wouldn't cross America without it. The standard heating and ventilation system was also first class, and similarly the radio was the best I've ever experienced in a car, and was particularly pleasurable in the parts of the USA with stereo FM stations. Reception was so clean and stereo effect so good that it equalled a tape player.

The Americans are—quite rightly—trying hard to make people wear seat belts, not only with radio commercials, road signs and advertising hoardings but also with devices in the car which effectively force you to wear them. On the bench seat Torino there are six seat belts, and the weight of a bottom in the area of any of the belts sounds a loud buzzer and flashes a dash light as soon as the car is put into gear, unless the seat belt is buckled. It is possible to fool the device by wedging the belt with your knee, or buckling it behind you and sitting on it, but both of these are less comfortable and more inconvenient than wearing the belt. It's a great shame that some of the obviously considerable cost of developing this complicated arrangement could not have gone towards designing reasonably comfortable belts. The lap straps are on a ratchet arrangement which locks tight even when there's no load, unlike an inertial reel. The shoulder straps for the driver and outer front passenger come down from the roof, which is good as there's no weight on the shoulder, but are separate from the lap belts, which is fiddly, so most people dispense with them altogether. With only the lap belts fastened the buzzer stays mute, but the front occupants could still bash their heads on the dashboard and steering wheel.

American cars have to be comfortable, reliable and habitable for long periods, and as such the Gran Torino earned top marks. It's a pity that the anti-pollution devices and the extra weight of the now mandatory energy-absorbing bumpers and side collision beams have robbed most American cars of their formerly impressive acceleration.

Having stressed that the only way to appreciate an American car is to drive it in America, what can be the point of an English purchaser going for the Tour America Scheme? The answer is that, whether we like it or not, our road conditions are becoming more and more like America's, with more motorway driving and overall speed limits. I rapidly got used to the Torino's 17ft 8in length and 6ft 7in width in towns and, with the excellent automatic transmission and power steering, it was surprisingly wieldy in traffic. And a trip like, say, that from London to Oulton Park on the M1 and M6 would be more comfortable and restful in the Torino than a lot of English cars. Although most American cars are too big in terms of sheer size (and a lot of this is styling: the Torino had lots of leg room, but the boot wasn't particularly big). It seems that the Yanks have stopped getting bigger and bigger every year. We'll soon be seeing the new Mustang which, having grown from a pleasantly sized GT to a car too large for most by English standards, is about to become smaller than ever before.

So there's no doubt that owning an American car in England has a lot to commend it. And if it's a Ford, an additional advantage is the chance of the holiday of a lifetime on the Tour America Scheme. If you want to know more about it, talk to Richard Sangster at Ford's London showroom at 88 Regent Street.



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Peter Harrington (Cougar) leads Ted Wentz Eiden during their dice in the Wells FF final. Harrington left the road, leaving victory to Wentz

LLANDOW

Modsports entertain

It was national championship day down at Llandow on Sunday when the BARC ably organised rounds of the Wells for Men Formula Ford, Blue Circle Modsports and Forward Trust saloon car championships. The former was an Eiden benefit with Ted Wentz drawing clear in the championship from Peter Harrington who suffered from the lack of local FF experience and the unwillingness of marshals to use the blue flag properly, putting the Cougar into the bank with suspension damage all round. All the Forward Trust class leaders consolidated their leads, Gerry Marshall lapping the entire field and breaking his own lap record. The Blue Circle race for the majority of classes was most dramatic, including a win for Guy Beddington's V12 E type three new lap records and a tremendous drive through the field by Bob Jarvis's Davrian. The Welsh even managed to provide some sun!

Proceedings kicked off with two heats for the Wells Formula Ford final at the end of the day, and leading the first heat first time round after a painful five weeks in hospital, was Roger Manning (Aircall Eiden-Piper Mk 10), Roger feeling a little stiff in bandages after his scalding at Mallory Park and only out of hospital the previous Wednesday. However, Ted Wentz was eager to be in front as well and on lap 10 he was by after quite a tussle. Manning then fell into the grips of Clive Power (Dulon-Rowland MP15), Power finally getting by on lap 13. Two laps from the end, the Aircall Eiden got involved in someone else's moment, having to stop for the nose to be removed, letting David Priddy's elderly Lotus-Piper 51B into third, having disposed of Ian Moore (Dulon-Rowland LD9) earlier in the heat.

After Jeremy Rossiter (Dulon-Panther LD9) and Denny Shattuck (Eiden-Piper Mk 10) had both led the second heat during the first lap it was up to Peter Harrington (Cougar-Scholar 73F) to assert his superiority, and this he did ably by the end of lap one, never to be headed. Shattuck and Rossiter then indulged in some place swapping, Shattuck taking second for good on lap 12 having received one of the biggest chops of the day from Rossiter at Devil's Elbow. Fourth on the road was Phil Caldwell (Alexis-Marks Mk 18B), but he was disqualified for overtaking under the yellow, so Sean Ross (Dulon-Newbridge MP15) took fourth.

The final was an excellent scrap initially between Harrington and Wentz, with Shattuck

and Manning disputing third. Harrington was still holding off Wentz, while Manning had disposed of Shattuck when on lap 12, the leader was offered an odd line by a backmarker and was promptly off into the bank at Bottom. So Wentz was left a good lead, while Roger Manning was a safe second with the other works Eiden of Shattuck third. Early contenders for the next place included Priddy who found the going distinctly rough being hit three times on the first lap, the final effort inverting him twice from fourth place, fortunately without injury and surprisingly little damage. Power spun fifth at Devil's Elbow on lap three, finally retiring when having his nose cone damaged in someone else's accident. Rossiter also retiring from fourth with a sick engine. Sean Ross therefore came in fourth, albeit a lap behind, a rare occurrence in FF.

Race three was a Len Brammer benefit from the start, the Longman 1.0 Mini walking away never to be headed. Ray Payne had his hands full of 850 Mini, Peter Crouch being the man putting in the sterling work to keep Payne's 1.0 Hartwell Imp at bay, having overhauled George Constantine's 1.0 Mini and kept Ken Bowen's similar 850 car at bay along with Payne. Alan Parfit was certainly a contender in third grid position, but sadly oiled a plug on the line, but confusingly tucking in behind the Payne/Crouch/Bowen battle and holding his own, despite being a lap down.

John Pearson seemed well set to score his third victory of the weekend in the plastic XK120 despite Guy Beddington's pole position in the V12 E, now becoming more "race" than "road" as it was at the beginning of the season. However, very soon after the start, all even were on the fleet 1.0 Davrian of Bob Jarvis, one of the smallest cars in this Blue Circle round. Starting from the back row of the grid after a holed radiator in practice, Jarvis was already on the heels of fourth placed Brian Hough (5.4 TVR Tuscan V8) after one lap. Hough and Robin Gray (3.5 Morgan Plus 8) went in one lap, and on lap seven, second placed Guy Beddington was disposed of, and the Davrian went off in pursuit of Pearson, which certainly looked an impossible task. We shall never know, for on lap 15 it all happened. Pearson slowed with falling oil pressure having emitted oil smoke for some laps, but at precisely the same moment, Jarvis stopped with a flapping bonnet to be removed. If this wasn't enough, Hough had a spin at Devil's Elbow on some of Pearson's oil, so it was Beddington in a fairly comfortable lead

from a recovered Hough and a restarted Jarvis. Hough couldn't get the TVR off the ground (literally!) and so Jarvis sped through to second, with the big engines of Hough and spinner Gray third and fourth respectively. It was lap records for all, each one by at least a second, including middle class winner Ed Stephens (3.0 TVR Tuscan), who spun into retirement early on. The BARC made one slip up in this race; their information sheet stated there were no incidents!

Thames Television had blanket coverage in the big Forward Trust special saloons round, and if that wasn't enough, the man in control was Gerry Marshall (2.3 Vauxhall Firenza). No one came near him and he lapped the entire field. Gerry's only possible challenger, Dave McCloy (1.6 Ford Escort) broke the gear stick off at the base whilst making a demon start, and then sheered the axle casing on the Llandow bumps trying to fight through the field jammed in top, retiring in a creditable third. John Watts was challenging Ian Briggs, both 1.3 Cooper S mounted, when the oil pressure disappeared, leaving Briggs to second, while Nicholas Wattiez had no more luck in the position left to him, retiring one lap later with no gear selection. Dave Williams' Wolseley Hornet was therefore third with Philip Jones fourth.

With gear selection problems troubling his supercharged MG Midget, Richard Janvey settled for third throughout in the Blue Circle 1150 cc to 2000 cc race, and so he started jammed in that gear. However, the box couldn't take the strain and the whole lot sheered, leaving the race, in effect, to John Fletcher (1.8 Lotus Elan), although Roger Andreasson (2.0 Marcos) made a bold effort leading the first two laps. However, Fletcher was soon through to an untroubled 7.2 s win. Peter King (1.8 Lotus Elan) fought off the similar car of Geoff Gilkes for third and fourth respectively.

BOB CONSTANDUROS

Wells Formula Fords Heat 1 (20 laps) 1 Ted Wentz (Eiden-Piper Mk 10) 7 m 51.4 s 91.03 mph 2 Clive Power (Dulon-Rowland MP15) 12 m 54.4 s 3 Guy Beddington (Aircall Eiden-Piper Mk 10) 13 m 56.6 s 4 Alan Moore (Dulon-Rowland LD9) 15 m 58.6 s 5 Fastest lap: Peter and Wendy 37.8 s 95.26 mph

Wells Formula Ford Heat 2 (20 laps) 1 Peter Manning (Aircall Eiden-Piper Mk 10) 7 m 48.3 s 93.2 mph 2 Ted Wentz (Eiden-Piper Mk 10) 13 m 51.4 s 3 Jeremy Rossiter (Dulon-Panther LD9) 15 m 58.6 s 4 Sean Ross (Dulon-Newbridge MP15) 17 m 59.1 s 5 Fastest lap: Harrington 37.8 s 95.26 mph

Forward Trust saloon cars up to 850 cc and 851 cc to 1000 cc class (20 laps) 1 Len Brammer (Longman 1.0 Mini) 7 m 44.2 s 93.25 mph 2 Ray Payne (Hartwell Imp) 14 m 08.0 s 3 Alan Parfit (Mk 10) 14 m 54.2 s 4 Ken Bowen (850 Mini) 14 m 54.2 s

Up to 850 cc class 1 Clive Power 84.91 mph 2 Brammer 84.91 mph 3 Guy Beddington 84.91 mph 4 Alan Moore 84.91 mph

851 cc to 1000 cc class 1 Brammer 87.25 mph 2 Payne 87.25 mph 3 Parfit 87.25 mph 4 Bowen 87.25 mph

Blue Circle mod sports cars over 1000 cc 2001 cc to 3000 cc and up to 1150 cc class (20 laps) 1 Gerry Marshall (2.3 Vauxhall Firenza) 12 m 51.4 s 93.13 mph 2 Ian Briggs (3.5 Morgan Plus 8) 14 m 57.6 s 3 Dave Williams (Wolseley Hornet) 17 m 59.1 s 4 Philip Jones (1.3 Austin Mini) 19 m 59.1 s 5 Fastest lap: Marshall 37.8 s 95.26 mph

Over 3000 cc class 1 Beddington 86.54 mph 2 Wentz 86.54 mph 3 Parfit 86.54 mph 4 Pearson 86.54 mph

2001 cc to 3000 cc class 1 John Watts (1.0 TVR Tuscan V8) 86.54 mph 2 Alan Moore (1.0 Austin Mini) 86.54 mph 3 Stephens (3.0 TVR Tuscan V8) 86.54 mph 4 Pearson (3.0 TVR Tuscan V8) 86.54 mph

Up to 1150 cc class 1 Jarvis 85.95 mph 2 Brian Lamborn (1.0 Lotus Elan) 85.95 mph 3 Bruce Murray (1.1 Austin Mini) 85.95 mph 4 Jarvis 85.95 mph 5 91.37 mph (record)

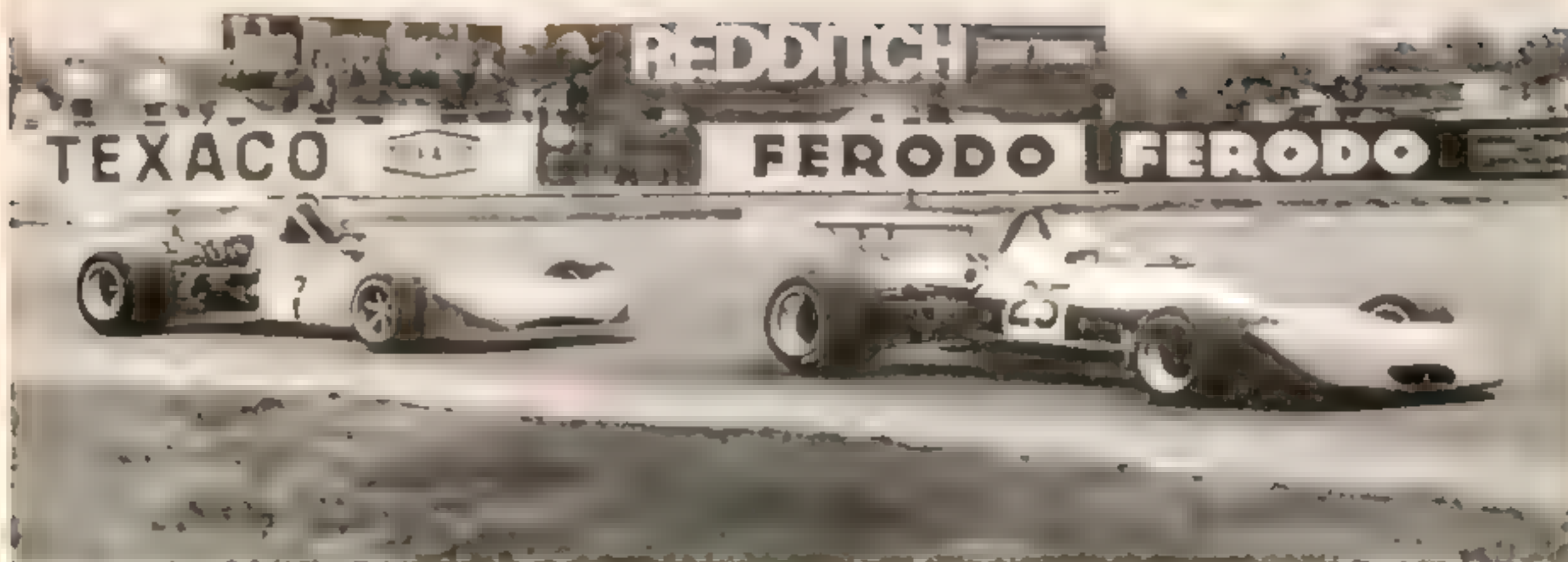
Forward Trust saloons 1001 cc to 1300 cc and over 1300 cc class (20 laps) 1 Gerry Marshall (2.3 Vauxhall Firenza) 12 m 51.4 s 93.13 mph 2 Ian Briggs (3.5 Morgan Plus 8) 14 m 57.6 s 3 Dave Williams (Wolseley Hornet) 17 m 59.1 s 4 Philip Jones (1.3 Austin Mini) 19 m 59.1 s 5 Fastest lap: Marshall 37.8 s 95.26 mph

1001 cc to 1300 cc class 1 Briggs 87.85 mph 2 Williams 87.85 mph 3 Jones 87.85 mph 4 Marshall 87.85 mph 5 91.37 mph (record)

Over 1300 cc class 1 Marshall 93.10 mph 2 John Watts 93.10 mph 3 John Morgan (1.8 Lotus Elan) 93.10 mph 4 Marshall 93.10 mph 5 94.74 mph (record)

Blue Circle Modsports 1151 cc to 2000 cc class (20 laps) 1 John Watts (1.0 Lotus Elan) 13 m 54.4 s 93.13 mph 2 Roger Andreasson (2.0 Marcos) 13 m 54.4 s 3 Ian Briggs (3.5 Morgan Plus 8) 14 m 57.6 s 4 Guy Beddington (Aircall Eiden-Piper Mk 10) 15 m 58.6 s 5 Peter Manning (Aircall Eiden-Piper Mk 10) 17 m 59.1 s 6 Fastest lap: Fletcher 37.8 s 95.26 mph

Wells For 3000 Formula Ford final (20 laps) 1 Ted Wentz (Eiden-Piper Mk 10) 7 m 51.4 s 91.03 mph 2 Clive Power (Dulon-Rowland MP15) 12 m 54.4 s 3 Guy Beddington (Aircall Eiden-Piper Mk 10) 13 m 56.6 s 4 Alan Moore (Dulon-Rowland LD9) 15 m 58.6 s 5 Fastest lap: Wentz 37.8 s 95.26 mph



John Nicholson's Lynx is harried by Geoff Friswell's March at Becketts for the lead of the exciting Atlantic race

SILVERSTONE

Nicholson challenged by record-breaking Friswell

By ROBERT FEARNALL

Photos by ROBIN REW

New Zealand's John Nicholson scored another impressive victory with the Pinch (Plant) Lynx at Silverstone last Sunday, Nicholson averaging 104.27 mph for the 15 laps after a furious dice with Geoff Friswell, whose March 73B led for the first 10 laps and established a new record in 54.2 s. Nicholson's win moves him into joint first place in the BP Atlantic Championship, and Friswell earned the KMS Driver of the Day award.

Mick Hill took over a second off the special saloon record with his Tricentral Boss Capri to defeat Tony Hazlewood's Daf-Oldsmobile 55 in the Esso Uniflo race, with Jim Balmer's Cooper S taking an effortless win in the smaller saloon race. In a repeat performance of the last Tricentral clubmen's round, Vernon Davies scored another close and exciting win over Frank Sytner, while Richard Eyre sprung a surprise in the STP Formula Ford races by taking his Dulon-Davron MP18 to wins in his heat and the final.

Again for a Silverstone championship meeting there was a varied programme and a large crowd, and the BRDC's organisation was impressively smooth—features that have turned BRDC championship meetings into the best for entertainment value.

John Murphy inserted his Tricentral Hawke DL10 into the lead of the first STP Formula Ford heat from the second row, with pole position occupant Richard Hawkins giving chase in his Links Fastener Titan Mk 6, which demoted Murphy on the second time on Club Straight. Twenty-three-year-old Essex flier Richard Eyre slipped by Murphy into Copse on the third lap and Eyre's Dulon-Davron MP18 took another lap to take the lead away from Hawkins, who did his best to demolish some Woodcote markers in his attempt to regain the lead. But it was to no avail for Eyre held off Hawkins for the rest of the race, with Chris Woodcock's Merlyn Mk 20A securing third place in the closing laps while Murphy had to struggle to keep on to fourth at the finish from Roger Bruce-White's Dulon LD7/15, Stuart Baird's Merlyn Mk 24 and Alo Lawler's Royale RP16—the last three so close that they were all credited with the same time.

Jim Balmer's Arden-prepared, crossflow head Mini Cooper S dominated the 1001 to 1300 cc Esso Uniflo special saloon race. Balmer occupying pole position and establishing an ever-increasing lead throughout the 10 laps. Not satisfied with nearly going off at Becketts on the first lap in trying to take second place, Robert Garrett's Holbay Ford-engined Anglia had another go at Woodcote on the first lap and spun wildly on to the

grass having just taken second place from Bob Fox. While Garrett worked back up to seventh by the finish, Fox wasn't having a happy time, for his Mini Clubman was using a mundane five port engine instead of his usual twin-cam mill. Phil Winter's Cooper S took over second place on the second lap, but he spun on the entrance to Woodcote, leaving Steve Martin to pick up runner's up spot with Trevor Smart's 1297 cc Escort p r which had also sampled the Woodcote agriculture. However Martin held on to the position, with the continual close attentions of Fox, while Winter came back into fourth place with Brian Godfrey's Mini right behind and nearly being sideswiped by Winter during a hairy moment at Woodcote. Steven Soper's smoking Cooper S ultimately gave up with clutch failure, leaving sixth place to his sparring partner Bill Abbott (Cooper S). Mike Odell's Imp easily took the 850 cc class, with Charles Bernstein's Mini giving the Imp its biggest worry until the Mini's engine wilted.

While 22 year-old former kartist Steve Jeffries (ex Pato Nunez Merlyn-Scholar Mk 20) and Mike Young (Tricentral Merlyn-Scholar Mk 24) set the pace in the second STP Formula Ford heat, pole man Bill Burley spun his Royale RP16 at Woodcote, collecting Graham Elkington's Royale RP16, and Tim Warner's Elden Mk 8 and Mike Blanchet's Lotus 81M managed to get involved as well;

only Burley figured again, finishing 11th. Jeffries and Young swapped away the lead for all seven laps with Young coming home ahead, while Alan Cienella's Alexis Mk 18B managed to oulido Roberto Alvarez (Hawke DL10) for third place and head a large eight car slipstream battle, which saw Jim Russell pupil Robert Joubert going well to finish fifth in the school's Van Diemen. Barry Hopwood's Micron seemed set for a high placing in this group when gearbox trouble halted his race one lap early.

Richard Cresswell's Phantom made a demon start in the Tricentral clubmen's race to take the lead at Copse, but Vernon Davies' Stuff U2 Holbay got by him at Becketts and Frank Sytner did likewise at Woodcote with his U2-Holbay, to start a high-speed battle for honours between Davies and Sytner. Sytner tried hard to undo the Welshman, but Davies narrowly kept on to his lead throughout and Cresswell didn't lose much ground on this pair, in third place. For the first four laps, Cresswell had to contend with Andy Diamond's works Gryphon-Holbay C73, but that lost out on the straights and had to make do with lonely fourth. From a furious battle for fifth place, Brian Husband's U2-Holbay Mk 12 succeeded in beating Peter Evans' Access 7X and Mike Sales' Haggispeed Mk 2 with 0.4 s separating the trio after much changing in positions. Alex Ferrada's U2 Mk 11B closed on this group in eighth place, having pulled away from a very exciting Gryphon battle in which Caldwell Smythe just managed to head off Irishman Richie Healey. The 1 litre class was equally as closely fought between the U2s of Peter Cooke and Martin Young, and although Cooke held the upper hand for much of the race there was very little in it, with both drivers sharing a new record.

Thirty-year-old McLaren engine builder John Nicholson maintained his magnificent form this season in the Pinch Plant Lynx by taking pole position for this BP qualifying round, flanked by Robert Salisbury's Surtees-Hart TS15 and Geoff Friswell's March-Hart 73B with 0.8 s separating the three of them on practice times. Nicholson made the initial move from the drop of the flag, but Friswell took the lead at Copse and held on to it at the end of the first lap from the Lynx, Syd Williams' Brabham Eden BT40, Salisbury's Surtees, Stephen Choularton's March-RES 73B and Jas Patterson's Texaco March Hart 73B.

Friswell was in great form and kept off Nicholson as these two pulled away from the rest of the field. It was exciting stuff as these two cars lapped in extremely close company at record-breaking speeds, with leader Friswell not being put off by the close attentions of Nicholson. But after holding on to the lead for the first 10 laps, the on-form

Friswell inadvertently activated the engine cut-out button leaving Becketts for the 11th time and by the time he realised what had happened, Nicholson had shot through in to the lead. Undeterred, Friswell fought back in the remaining laps, but this time Nicholson was on the upper hand and after a stirring attempt by Friswell at Woodcote on the last lap, there was just 0.2 s separating them after 15 thrilling laps. Nicholson had his problems though, for a brake pipe split and he had to ease off towards the end.

A similarly exciting battle developed for third place, without Choularton's March which went charging by Salisbury into Woodcote on the fourth lap and went off over the grass before coming to a stop before the Motor bridge. This left Salisbury to challenge Williams and leaving Woodcote at the end of the seventh lap, the Surtees made a move to the inside which gave him third place by the time they reached Copse and Salisbury hung on to it thereafter, with Williams glued to his tail for the rest of the race and Jas Patterson sitting right behind Williams. Once Charles Lucas' March 73B (with a new nose cone after its original one became detached in practice), had got by John Wingfield's Brabham BT40 on the eighth lap, he pulled away for a lonely sixth place. Ken Bailey's March 722 was suffering from a down-on-power engine and had to make do with eighth, behind Wingfield and just ahead of Stan Matthews' March 723, which had pulled away from Martin Watson's GRD in the second half of the race. Rob Cooper's March 73B was well up with Lucas when the throttle cable stretched and he dropped back before it eventually broke and he retired.

From an excellent grid of old marque sports cars contesting the Charles Sprackley Thoroughbred production sports car race, John Pearson's Jaguar XK120 held the lead for most of the 10 laps, but not without a fight. Reg Woodcock's amazing Triumph TR3 challenged the XK continually, getting by him occasionally at Becketts before the Jaguar used its power to pull away on Club Straight. Pearson made sure he pulled out enough on

the Straight for the last time to beat Woodcock's Woodcote cornering efforts to the line, with John Harper's 19d XK120 (imported from America), dropping back from these two to finish a lonely—but smokey—third. Richard Williams' Aston Martin DB4 was unable to match the pace of these, and finished a distant fourth, while Brian Cutting took the helm of Chris Lawrence's beautiful Morgan +4 Super Sports and drove with great enthusiasm to take fifth and romp away with the 2-litre class. Once Simon Phillips' Frazer Nash Le Mans lost its bonnet, Derek Allanson's twitchy Austin Healey 3000 Mk 1 was able to relax in finishing sixth ahead of Paul Lorne's Healey 100, with the other Healey, the open 3000 Mk 1 of Kirk Rylands slotting the MGA t/c of Robert McElroy and Bill de Selincourt's Triumph TR3 after a splendid three-cornered battle.

Being the best saloon championship, the Esso Uniflo series attracts some magnificent machinery and the over 1300 race was superbly supported with hairy hybrids. Front row occupants David Howes (Group 2 AM Javelin) and Tony Hazlewood (Daf-Oldsmobile 55) were determined to try to stop pole position occupant Mick Hill from scoring another win in his 6-litre all-conquering Tricentrol Boss Capri, so from the drop of the flag Mick Hill wasn't going to hang around in this race. He didn't—Mick simply rocketed away and continually lapping under 60 s, he eventually left the record at 58.4 s in his domination of this 10 lapper. Tony Hazlewood gave a spirited chase however, while Howes made a very slow start but soon worked up to third and challenged the Daf when he spun sideways at Becketts on the sixth lap and lost time but not his third place.

Hazlewood's performance was particularly fine, for he had the amazing Daf going at an incredible speed and was less than 4 s behind the Boss Capri at the finish. Howes could hardly believe the speed of the other two (all three were lapping under 60 s) and after fighting at the wheel in most spectacular fashion, had to make do with third, with Brian Cutting's Escort Martin quite some

distance behind in fourth and smoking a lot at the end of the race. Tony Strawson's Ford Falcon Sprint couldn't keep pace either, and had to make do with a distant fifth. Pete Shelton's incredible GT40-engined Cortina and Bob Torrie's 1.7 Escort BDA fought over sixth place until Torrie found himself without a clutch and retired after seven laps, while Shelton's hairy monster was left with two gears and had trouble in fending off Tony Sugden's Escort TC for sixth place in the closing laps. The 851 to 1-litres were put in this race, and Peter Baldwin's now Ford-engined Mini had this class to himself, although second man Richard Long broke the record with his Anglia.

The 10 lap STP Formula Ford final produced the expected fraught slipstreaming dice, but the bearded Essex driver Richard Eyre continued to surprise everyone by taking the lead from the start and holding it for all 10 laps. For the second half of the race, Richard Hawkins' Titan closed significantly on the Dulon and despite some exciting sideways moments at Woodcote and Becketts, he was unable to usurp Eyre from the leading position. Mike Young's Merlyn Mk 24 was the only other contender in touch, in third place, leaving Bill Burley's Royale to narrowly defeat David Heale's Dulon LD9 for fourth place, a position held by Chris Woodcock's Merlyn Mk 20A until that spun off on the last lap: Woodcock held second place until a similar action dropped him five places on the fourth lap. Roberto Alvarez's Hawke DL10 made up two places on the last lap to finish sixth, at the expense of Alo Lawler's rebuilt Royale RP16 and Roger Bruce-White's Dulon LD9/15. Stuart Baird's Merlyn was with these until he spun at Becketts, but he had a 10 s penalty anyway for a push start, and Robert Joubert's Van Diemen and John Murphy's Hawke tripped over themselves at Woodcote on the last lap when disputing sixth place.

STP Formula Ford, heat 1 (7 laps): 1. Richard Eyre (Dulon Daxton MP13), 7 m 56.2 s, 88.82 mph; 2. Richard Hawkins (Titan Titan Mk 4), 7 m 37.6 s, 2. Chris Woodcock (Merlyn Cooper Mk 20A), 7 m 35.4 s; 4. John Murphy (Hawke-Hawke D110), 7 m 42.2 s. Fastest lap: Eyre, 1 m 31.4 s, 93.13 mph.

Esso Uniflo Special Saloon Championship round, up to 1300 cc and 1001 to 1300 cc (10 laps). Overall and 1001 to 1300 cc: 1. Mick Hill (1.3 M. Cooper S), 11 m 26.8 s, 94.04 mph; 2. Steve Martin (1.3 Ford Escort), 11 m 44.2 s; 3. Bob Fox (1.3 Mini Cooper), 11 m 47.3 s; 4. Phil Winter (1.3 M. Cooper S), 11 m 59.0 s. Fastest lap: G. M. 1 m 40.4 s, 85.13 mph. Up to 850 cc: 1. Mike Gail (846 N. H. Imp), 7 m 70 mph; 2. Brian Cole (850 Mini), 7 m 74 mph; 3. Charles Borm (850 Mini), 7 m 74 mph. Fastest lap: Gail, 1 m 12.6 s, 78.74 mph.

STP Formula Ford, heat 2 (7 laps): 1. Mike Young (Merlyn Mk 24), 7 m 45.1 s, 87.11 mph; 2. Steve Joffe (Merlyn Scholer Mk 20), 7 m 45.8 s; 3. Alo Lawler (Alo's Daxton Mk 10), 7 m 46.2 s; 4. Roberto Alvarez (Hawke-Hawke DL10), 7 m 49.0 s. Fastest lap: B. J. Burley (Royale-RP16), 1 m 4.0 s, 90.45 mph.

Tricentrol Car Group clubmen's formula round, up to 1000 cc and 1001 to 1000 cc (10 laps). Overall and 1001 to 1000 cc: 1. Vernon Davies (1.6 U2-Holbay 86), 11 m 34.0 s, 97.45 mph; 2. Frank Syner (1.6 U2-Holbay Mk 11B), 11 m 35.8 s; 3. Richard Cresswell (1.6 Phantom Holbay), 11 m 50.2 s; 4. Andy Diamond (1.6 Gryphon Holbay C72), 11 m 59.0 s. Fastest lap: Davies, 1 m 58.0 s, 98.81 mph.

Up to 1000 cc: 1. Peter Cooke (1.0 U2-Holbay Mk 80), 11 m 40.7 mph; 2. Martin Young (1.0 U2-Holbay Mk 11B), 11 m 41.0 mph; 3. David Ruskin (1.0 U2-Holbay Mk 11B), 11 m 41.0 mph. Fastest lap: Young and Cooke, 1 m 2.4 s, 92.77 mph (record).

BP Formula Atlantic Championship round (10 laps): 1. John Nicholson (Lyngar Nicholson/McLaren), 13 m 32.8 s, 104.27 mph; 2. Geoff Friswell (March-Hart 73B), 13 m 53.0 s; 3. Bob Wherry (Bentley Hart 73B), 13 m 57.2 s; 4. Cyd W. Jones (Brabham Eden BT40), 13 m 58.0 s; 5. Jas Patterson (March-Hart 73B), 13 m 58.6 s; 6. Charles Lucas (March-Titan 73B), 14 m 1.0 s. Fastest lap: Friswell, 1 m 34.2 s, 106.80 mph (record).

Charles Sprackley Thoroughbred sports car race (10 laps). Overall: 1. John Pearson (3.8 Jaguar XK120), 11 m 55.4 s, 80.84 mph; 2. Reg Woodcock (2.2 Triumph TR3), 11 m 56.2 s; 3. John Harper (3.8 Jaguar XK120), 12 m 4.0 s; 4. Richard Williams (3.7 Aston Martin DB4), 12 m 12.4 s.

Over 3000 cc: 1. Pearson, 2. Harper, 3. Williams. Fastest lap: Pearson, 1 m 10.4 s, 82.23 mph (overall record).

2001 to 3000 cc: 1. Woodcock, 80.81 mph; 2. Owen Allanson (2.4 Austin Healey 3000 Mk 1), 3. Paul Lorne (2.7 Austin Healey 100). Fastest lap: Woodcock, 1 m 10.2 s, 82.46 mph (record).

Up to 2000 cc: 1. Brian Cutting (2.0 Morgan +4 Super Sports), 79.63 mph; 2. Robert McElroy (1.8 MGA t/c), 3. 8. de Selincourt (2.0 Triumph TR3). Fastest lap: Cutting, 1 m 12.7 s, 80.18 mph (record).

Esso Uniflo Special Saloon Championship race (10 laps). Overall and over 1300 cc: 1. Mick Hill (1.0 Ford Boss Capri V8), 10 m 32.4 s, 95.97 mph; 2. Tony Hazlewood (4.5 Daf Oldsmobile 55 V8), 10 m 7.0 s; 3. David Howes (5.0 American Motors Javelin), 10 m 20.8 s; 4. Brian Cutting (3.0 Ford Escort Martin V8), 10 m 25.2 s. Fastest lap: Hill, 58.4 s, 99.12 mph (record).

851 to 1000 cc: 1. Peter Baldwin (1.0 Mini Ford), 82.80 mph; 2. Richard Long (1.0 Ford Anglia), 3. Mike Kirby (1.0 Chrysler Imp). Fastest lap: Long, 1 m 8.0 s, 95.17 mph (record).

STP Formula Ford Championship round, heat (10 laps): 1. Mike Eyre (Dulon Daxton MP13), 10 m 30.0 s, 89.04 mph; 2. Richard Hawkins (Titan Titan Mk 4), 10 m 50.8 s; 3. Mike Young (Merlyn Scholer Mk 24), 10 m 53.4 s; 4. Bill Burley (Royale-RP16), 10 m 56.2 s; 5. David Heale (Dulon Daxton LD9), 10 m 54.8 s; 6. Roberto Alvarez (Hawke-Hawke DL10), 10 m 59.0 s. Fastest lap: Burley, 1 m 3.4 s, 91.51 mph.



Reg Woodcock's Triumph TR3 harries John Pearson's Jaguar XK120 (above). First lap of the clubmen's race with Cresswell leading Davies, Syner and Diamond (below).





BRANDS HATCH

Brise wins on home territory

By PAUL KING

Pictures by GERRY STREAM

Tony Brise scored a popular home win for the Kent Messenger at Brands Hatch last Saturday. His March-Holbay 733 led from lap 2 onwards in the 30-lap final, which was round 8 of the John Player International Formula 3 Championship. Held on the club circuit it was a truly international entry, France and Scandinavia being well represented. Certainly the three heats and the final proved that Formula 3 is far from dying, the large crowd witnessing heat wins by Brise, Mo Harnesse's Modus March 733 and Christian Ethuin's Motul Le Defense Mondiale Martini Mk 11 and all three heats and the final were closely fought. Championship leader Alan Jones didn't have the happiest of days with the DART GRD but he still maintains the overall John Player Championship lead after finishing seventh, Russell Wood's Chequered Flag March 733 failing to qualify for the final through lack of gears and a puncture in his heat. Also on the programme, organised by the BRSCC were a couple of Formula Ford races and a ShellSport Mexico thrash, which was won in convincing style by the girl everyone is talking about, Lela Lombardi, who also shone in her F3 heat in which she brought her Brabham-Nova BT41 in to third place.

ENTRY & PRACTICE

With there being no clashing French championship round all the leading French competitors arrived, most of them making use of the practice facilities during the previous week, as very few had raced on the 124-mile Brands Hatch club circuit. Each of the three heats were allowed 45 m timed practice on Sunday morning although the first session was delayed considerably when Rudolf Doetsch destroyed his GRD against the bank on the second part of Kidney, when he possibly missed a gear. The German was taken to hospital with a broken leg.

When times for the first heat were published, Frenchmen occupied four of the first five places on the grid, the interloper being local boy Tony Brise, upholding the home country's honour with his smartly turned out Kent Messenger March-Holbay 733. Tony was hoping for much better John Player luck, the Kent lad not having scored a championship point in the past three rounds. However, he was 0.1s slower than pole man, that being Bernard Beguin, whose Ecurie Volant Shel Martini-Holbay Mk 12 clocked 47.7s; half a second inside Rikki Von Opel's lap record. Completing the front row and sharing 47.8s with Brise, was French championship leader Jacques Laffite, whose BP France Martini-

Holbay Mk 12 has so far won JP champion-ship rounds at Monaco and Paul Ricard, although just recently he has lost his winning streak in France. Sharing the second row were Michel Leclerc's Alpine Renault A364B and former GRD driver Pierre Francois Rousselot, now equipped with a Holbay-engined March 733. Matt Spitzley again put in a quick practice lap, his March 733 with Neil Brown mill recording 48.7 s, to be sandwiched on the third row by Leonel Friedrich's March-Holbay 733, and Jose Esperito Santo's similar car but Mohr-powered. The full practice times was as follows.

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Hakan Dahlquist made up for being the only Karlsons Klister sponsored car present by slotting his Merlyn-Vegantune Mk 22 on pole position for heat 2, his 47.9 s being equalled later on by Mo Harness' Modus March, which runs a Neil Brown-prepared motor. Alan Jones was hoping of better fortunes with his DART GRD-Vegantune 373, and he was happy





enough to sit on the outside of the front row with 48.1 s. Sharing row two with Jean-Pierre Paoli's number two BP France Martini-Holbay Mk 12 was the pretty Italian girl Lela Lombardi, who drives her Brabham-Novamotor like one of the "lads" and, in fact, the Italian Ford Mexico champion equalled the F3 lap record, to put some of the more established drivers to shame. Masami Kuwashima also equalled the lap record with his Reystan Racing March-Holbay 733, but was a gentleman by establishing it after the lady. Masami would have been making his F2 debut in Sweden if it hadn't have been a John Player round. Poor Brian Henton wrote his GRD off at the bottom of Paddock, wrecking the gearbox, as well as the tub, and if sponsorship isn't forthcoming we will unfortunately not be seeing "Superhen" again this year. The complete list of times was as follows:

Alan Serpaggi (Alpine Renault A364B) 47.5 s.
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 47.5 s. Alan Serpaggi (Alpine Renault A364B) 47.5 s.

Alan Serpaggi really shocked everyone when it was announced that he had recorded a 47.5 s to head the heat 3 practice times with the second Alpine-Renault A364B, while again heads were scratched as Christian Ethuin's Motul La Defense Mondiale Martini-Vegantune Mk 11 demonstrated that his win at Arras the week before was no fluke, and Alain Cudini's Ecurie ELP March-Holbay completed the front row sharing 47.7 s. Mike

Wilds saved the day for the British by being 0.1 s slower with the Dempster March-Holbay 733 to head the second row with Richard Roberts' Myson GRD-Novamotor 373. Russell Wood's Chequered Flag March-Novamotor should have been on the inside of the third row, but his unlucky run continued when he lost first and second gears before the warm-up lap and he elected to start from the back, leaving Conny Andersson's Ge-Kas Klader March-Novamotor to share the third row with Pedro Passadore in the second DART GRD-Vegantune 373. One-tenth slower than the Uruguayan was Mexican Johnny Gerber, but he didn't have a chance to enhance his Silverstone form, as the Ippokampos Brabham-Vegantune BT41 slid gently into the bank at Druids, damaging a front corner badly enough to render it a non-starter. Also BT41-mounted with Larry Perkins, his Novamotored car needing quite a bit of sorting before being to the Cowangle Kid's liking. The complete list of times was as follows:

Alan Serpaggi (Alpine Renault A364B) 47.5 s.
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 47.5 s. Alan Serpaggi (Alpine Renault A364B) 47.5 s.

HEATS

Tony Brise made one of his famous Brands Hatch starts at the beginning of the first heat, catapulting away from the middle of the front row as Beguin struggled through the first lap with a faulty accelerator pedal, which didn't right itself until the second lap. Leclerc slipped ahead of Laffite to claim second place on lap one, Friedrich making a good start from the third row to complete the leading quartet. Laffite demoted Leclerc at Clearways on lap three when the Alpine incurred fuel pressure problems, which bugged the Alpine for the rest of the race, dropping to ninth place by the end of the 10 laps, and didn't give Leclerc much hope for the final, as the fastest 20 overall qualified. Meanwhile, Laffite failed to make much ground up on Brise and in the end finished a second adrift. Friedrich had Rousselot right behind for the whole distance, but the Brazilian kept his head to take third spot by a fifth. After disposing of Spitzley on lap eight, Beguin made tracks towards Philip Albers's fifth-placed Antar March-Holbay 733 but failed by 0.4 s.

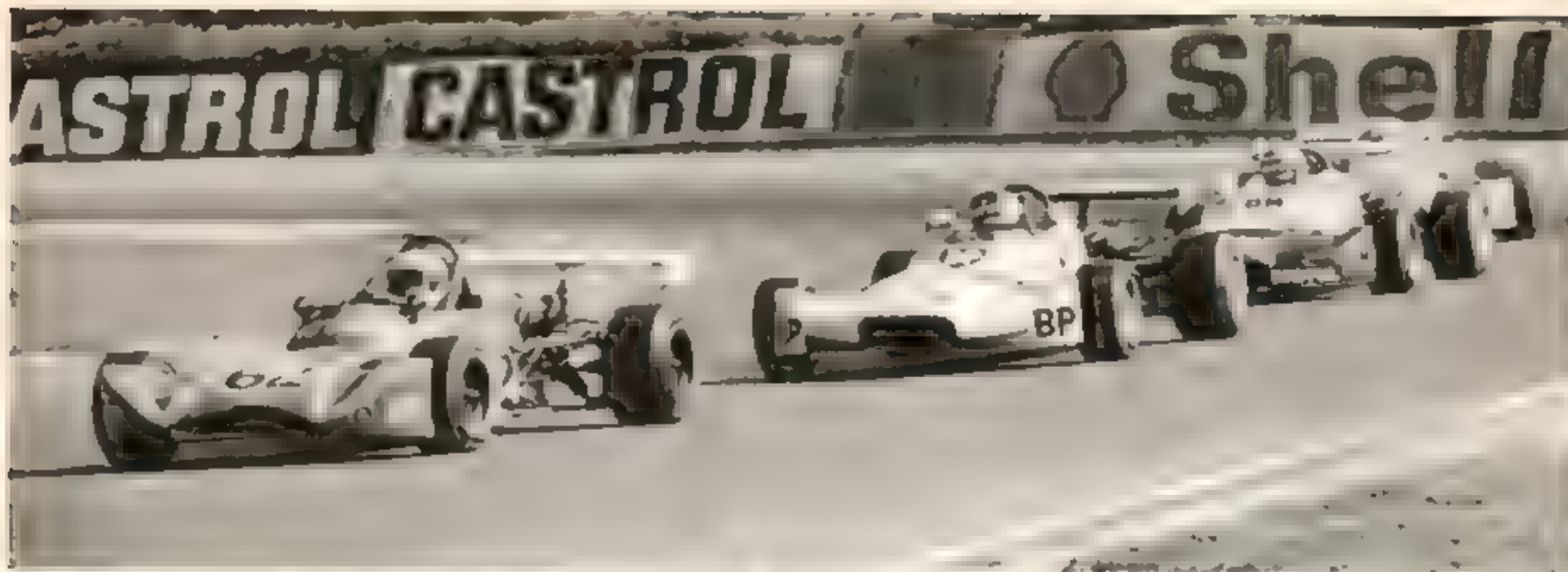
Again, after the French had dominated practice the English dominated the race, the second heat going to Mo Harness, who had an untroubled run except on the last few laps when Alan Jones was in a position to challenge. Initially the very impressive female Lombardi had made the running in second place. However, Jones was one person who didn't want to be embarrassed in front of the large crowd, and he crowded the lady out at Paddock on lap three, and immediately started to haul in the Modus March, tagging on to its tail on lap seven. The DART driver made a big attempt at Clearways on the last lap, almost getting inside Harness, but as they flashed past the chequered flag 0.4 s separated them. Lombardi finished an excellent third, just holding off Dahlquist, who had Jean Ragnotti's Antar March-Holbay 733 alongside Jean Max was a little farther back in the Motul Defense Mondiale Martini-Vegantune Mk 12, while the time it took Tony Rouff's GRD-Vegantune 373 to finish seventh, wasn't quite quick enough for the Silverstone star to qualify for the final. Kuwashima was lying fourth when he had a coming together with Paoli at Druids, which eliminated both cars.

True to form the Frenchmen dominated the third heat, although it wasn't pole man Serpaggi who took the honours, but Christian Ethuin, although there was only a fraction of a second between them throughout. Cudini initially held second, and he kept the Alpine at bay until lap eight, when Serpaggi found a way past. Mike Wilds had to work hard with the Dempster March after being held up by



Close stuff at Druids with Alan Jones leading Passadore, Cudini and the rest in the final. Serpaggi's fourth placed Alpine leads Cudini into Druids.





Conny Andersson's Brabham took second in the final and leads Laffite, Ethuin and Serpaggi

Serpaggi's slow start, although he couldn't get any higher than sixth. Swedish star Andersson again drove a good race in England to finish fourth 0.8 s behind the ELF Martini. Passadore being a further couple of seconds back. After being troubled with a rich-running motor in practice, Ian Taylor's Bati March Holbay 733 salvaged seventh, just qualifying for the final, as did Roberts. Randy Lewis's Wrangler Brabham-Novamotor BT41 would also have qualified for the final after finishing alongside Taylor but he was penalised a minute for a jump start. Two ex-Formula Ford ace's who were out of luck were Danny Sullivan's March 733, which lost its gears on the first lap and Buzz Buzaglio (March Nova 723) who was going well until he visited the pits on lap three to change a broken plug. Wood's race finished early with a puncture at Paddock.

FINAL

The fastest 20 cars overall qualified for the final and the grid lined up thus

Serpaggi	Cudini	Ethuin	Brise
Jones	W de	Harness	Passadore
Lombard	Ragnott	Roussell	Dahlquist
Begun	Roberts	Max	Taylor

Amazingly Brise and Ethuin had recorded identical race times but with Brise doing it first he had the honour of pole position. However, the front two rows got quite a surprise when Andersson shot through from row three to lead the train into Paddock, and the Swede still led at the end of the opening lap from Brise, Laffite, Ethuin, Serpaggi, Harness, Passadore, Jones and Friedrich, with the rest as one. Brise wasn't happy about looking up Andersson's exhaust pipe, and this prompted the Kent Messenger driver to take the lead at Druids on lap two.

A lap later and Brise was notably pulling away from the second placed quartet of Andersson, Laffite, Ethuin and Serpaggi. Harness was trying hard to get on terms but he was a couple of seconds adrift, while Jones moved in to seventh place on lap two at the expense of his team-mate. Already out was Dahlquist who hit the bank hard at Paddock on lap four and lost a wheel and his helmet. A heart-stopping few moments for most people in the vicinity! Also on lap four, Passadore lost another place to Cudini, while Wilds was also getting close to the DART No 2, passing him a couple of laps later.

And so at 10 laps, one third distance the order was Brise, Andersson, Ethuin, Laffite, Serpaggi, Harness, Cudini, with Jones and Wilds right behind, and then Rousselot and Passadore. Andersson was starting to put a

little more daylight between himself and the French guys, while Harness was still trying his hardest to get on terms with them. Things slowed a little on lap 15 when Rousselot's oil tank split and he covered most parts of the circuit with the lubricant. The French trio briefly caught Andersson on this lap, but the Swede obliged by putting a second between himself and Ethuin again, who was still leading the bunch. Cudini caught Harness, and was challenging his sixth place until lap 24, when he came round on the end of the Jones Wilds dice. A lap later, Dirty Dempster was through to seventh place, Jones having problems putting the Vegantune power on the road.

There was no further drama until the last lap, when going into Clearways Ethuin's Martini lost a wheel, which went into the spectator enclosure and smashed through a car's windscreen, narrowly missing a couple of spectators en route. Serpaggi got alongside Laffite on the run in to the line, but although both were given the same race time, half a length separated them. Meanwhile Brise and Andersson had already acknowledged the chequered flag 3.6 s apart. Harness was also right there, Wilds coming home sixth ahead of Jones who maintains his John Player lead over Wood, Laffite moving into third place, Cudini,

Passadore and Friedrich completed the points scorers. The Italian lady finished 12th behind Begun, Lombardi dicing for most of the distance with an unhappy Taylor and Jean Max.

John Player International Formula Three Championship

30 laps 17.20 miles	
1 Tony Brise (March 733) 24 m 33.4 s	90.85 mph
2 Conny Andersson (March-Novamotor BT41) 24 m 37.0 s	86.85 mph
3 Jean-Louis Schlesser (March 733) 24 m 39.4 s	84.85 mph
4 Alan Serpaggi (Aston-Renault A1040) 24 m 39.4 s	84.85 mph
5 M. Harness (March 733) 24 m 40.0 s	84.00 mph
6 Max Wilks (March 733) 24 m 49.4 s	76.45 mph
7 Alan Jones (RD Vegantune 733) 24 m 44.0 s	8.0
8 Alan Cudini (March 733) 24 m 50.0 s	7.0
9 Pedro Passadore (GRD Vegantune 733) 25 m 0.7 s	0.7 s
10 Leonard F. de la Harpe (March 733) 25 m 0.0 s	0.0 s
11 Bernard Begun (March 733) 25 m 12.0 s	12.0 s
12 Jean-Louis Schlesser (March-Novamotor BT41) 25 m 13.0 s	13.0 s
13 Jean Max (March 733) 25 m 15.0 s	15.0 s
14 Jean-Louis Schlesser (March 733) 25 m 15.0 s	15.0 s
15 Christian E. Brun (March 733) 25 m 15.0 s	15.0 s
16 Jean-Louis Schlesser (March 733) 25 m 15.0 s	15.0 s
17 Jean-Louis Schlesser (March 733) 25 m 15.0 s	15.0 s
18 Jean-Louis Schlesser (March 733) 25 m 15.0 s	15.0 s
19 Jean-Louis Schlesser (March 733) 25 m 15.0 s	15.0 s
20 Jean-Louis Schlesser (March 733) 25 m 15.0 s	15.0 s

SUPPORTING RACES

The large Formula Ford entry was split into a main race with a consolation race for the slower cars, both of 15 laps. The consolation race was led chiefly by Frank Blanchard's Avenue Records Special, which resembles a Hawke, but after some concerted effort, Len Fletcher's Merlyn Mk 17 got by on lap 11; Blanchard spun down to sixth place a couple of laps later while trying to retake the lead at Clearways. Vernon Saunders' Titan moved up well from the fifth row to inherit second place after Blanchard's mistake, although he was lucky to get by Peter Hale's SHARP Racing Royale RP16 and Don Wood's Merlyn Mk 11A, when Hale was black flagged for dropping oil on lap 12 and Wood followed him in to the pits thinking that the race was over. Barry Aitkenhead inherited third place.

From pole position Richard Morgan's Ray-Vegantune scored another convincing win in the main Formula Ford race. He was led, however, for the first couple of laps by Jorge Koucklin's Merlyn-Scholar Mk 20A, while the rest were delayed by a multiple spinpage behind the trees at Druids which involved Ric Morris' Hawke, Brian Songhurst's Royale, Ken Pickering's Jamun and Nick Adams' Hawke amongst others. Austrian ace Hans Binder, complete with Emerson-coloured crash helmet, impressed with his handling of the Jim Russell Merlyn, Binder supposedly being on his way to Denmark for a Euro-Trophy round

although via England seems a strange way of getting to Denmark. He in fact demoted Tony Rouff's AB3 Racing Merlyn Mk 20A on lap 6.

Lola Lombardi certainly demonstrated why she is the Italian Ford Mexico champion, having won the series by the halfway stage, and by avoiding the spinning leaders she won the trophy for the ShellSport Mexico race. Laffite made the running on the first lap after a spot of creeping on the outside of the front row, but he got on to the grass on bottom straight on lap 2, handing the lead to the Italian who had started from the third row. Richard Morgan drove well from the last but one row to inherit second place from Mike Wilds on lap 8, the Dempster driver eventually finishing 1.6 s behind the FF star. Buzz Buzaglio who demonstrated his three years' FF experience by filling fourth position which he took over on the last lap.

Formula Ford Consolation race (15 laps)	
1 Len Fletcher (Merlyn-Scholar Mk 17) 13 m 54.0 s	80.79 mph
2 Vernon Saunders (Titan-Royale Mk 16) 14 m 02.0 s	7.0
3 Barry Aitkenhead (Rouff-Scholar) 14 m 09.0 s	4.0
4 Tony Mundy (Jamun Mundy T3B) 14 m 10.0 s	5.0
5 Ted Whitbourn (Merlyn-Scholar Mk 11A/17) 14 m 10.4 s	6.0
6 Frank Blanchard (Avenue Records Special-Lotus D130) 14 m 10.4 s	6.0
Formula Ford Main (15 laps)	
1 Richard Morgan (Ray-Vegantune) 13 m 28.6 s	82.81 mph
2 Jorge Koucklin (Merlyn-Scholar Mk 20A) 13 m 32.8 s	3.0
3 Hans Binder (Merlyn-Scholar Mk 20A) 13 m 34.4 s	4.0
4 Tony Rouff (Merlyn-Scholar Mk 20A) 13 m 42.6 s	5.0
5 Matthew Argent (Merlyn-Scholar Mk 24) 13 m 47.4 s	6.0
6 W. Aitkenhead (Merlyn-Scholar Mk 20A) 13 m 50.4 s	7.0
Fastest lap: Morgan 52.8 s 84.55 mph	
ShellSport Mexico Celebrity Race (10 laps)	
1 Lola Lombardi 11 m 27.6 s	64.72 mph
2 Richard Morgan 11 m 30.4 s	3.0
3 Mike Wilds 11 m 32.0 s	4.0
4 Buzz Buzaglio 11 m 35.0 s	5.0
5 Vernon Saunders 11 m 36.0 s	6.0
6 Max Harness 11 m 36.4 s	7.0
Fastest lap: Morgan 52.8 s 84.55 mph	

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MEETING ORGANISED BY THE BRITISH AUTOMOBILE RACING CLUB

The promoters reserve the right to alter or cancel the programme without notice.



Mike MacDowel completely asserted himself at Bouley Bay by setting BTD in the class run and taking 10 points in the run off

BOULEY BAY

MacDowel continues form

Last Thursday saw the RAC Hillclimb Championship circus at Bouley Bay, the fabulous 1000 yard hill in the North of Jersey and although the venue was almost foreign the result was exactly as of the past few championship meetings, Mike MacDowel in command with the Brabham BT36X Repco. With the reigning champion Sir Nicholas Williamson finding himself on the sidelines after a first-class run mistake which damaged the suspension on the Merlyn DFV, MacDowel never seemed worried and carried on in unflustered style to completely dominate the meeting throughout. The demon performance however came from Chris Cramer who literally threw his March-based Grunhalls Lager Special up the hill to take a brilliant second place in the top 10 ahead of Roy Lane's still immaculate McLaren M14D.

With generous prize money from both Shell and Grunhalls Lager the classes produced some exciting hillclimbing with the opening battle of the day in the special saloon car class producing a straight fight between the 1293 Cooper S of class record holder John Woolley and the 1450 cc version of his perennial challenger Gordon Banks. Neither quite approached the record on the first climb but on the second attempt Woolley took the lead in 49.56 s, but it lasted for just one minute as Banks recorded 49.39 s to just pinch the class.

With just six car classes in the programme the up to 1600 cc sports racing cars were next and immediately Allister Douglas-Osborn broke the record with his Mk 12 U2, climbing in a scintillating 45.78 s whilst his feared adversary John Stuart spun at Radio corner. On the second run ADO clipped the bank and damaged a wheel slightly and so failed to improve whilst Stuart showed his expected form and came right through the class for second place at 47.98 s, fairly well clear of the ex-Chris Cramer U2 of Islander Gilbert Greenhall who just managed to beat the Lola T212 of Robert Sunderland.

The large sports racing car class saw Phil Scragg doing the expected with his Chevron B19 Alpina and walking away from the opposition to an easy victory and new class record at 47.18 s. George Tatham on his first visit to the hill with the one off Brabham BT17 skated on at the cafe on his second run but his first effort at 50.01 s just netted him second in class by 0.07 s from the Merlyn BRM of Noel Le Tissier who despite a fluffy sounding motor was winding his car up to very good effect.

The up to 1100 cc racing car class was an Alex Brown benefit from the word go for with the Shannon rebuild on the Imp motor producing several more horses, the little Ginetta G17 was flying and he made the top

in only 46.81 s to slash the class record Maurice Ogier and the Low Cost Racing Brabham BT28 was also going well on their home hill, coming through for second place and qualifying for the championship run off at the end of the meeting with a spirited 47.62 s. Into third place came the class winning car in the hands of co-driver David Fyfe whilst a very creditable fourth place was taken by the Terrapin of John Frampton who was highly delighted to pip the Martini Special of local man Peter Wilson—so delighted that he spun at Radio on the second climb.

With only four cars in the up to 1600 cc class the result never looked in doubt and true to the form book Tony Harrison whipped his Brabham BT35 to the top and the class win in 47.58 s to head the Chevron B 5 of Jersey's dedicated hillclimber Bob Bake by just over a second whilst into third place came sprint man David Render who was having his first outing on a hill in his recently acquired ex-Spencer Elton/Tony Griffiths Brabham BT29X.

The last class of the day featured the large racing cars with Mike MacDowel well in command on the first runs even to the extent of clipping the hill record, leaving it at 43.09 s. Sir Nicholas Williamson to the

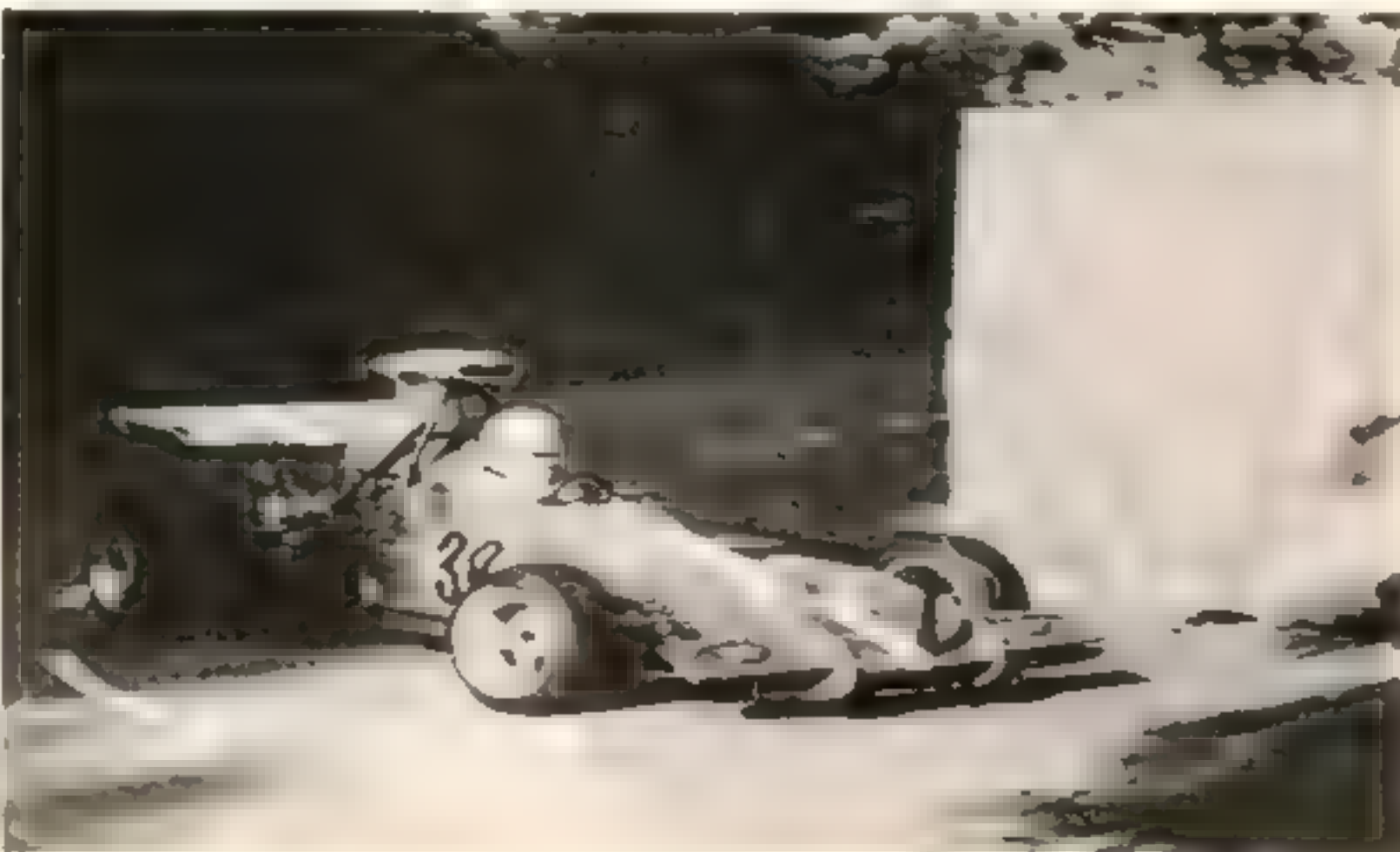
dismay of the crowd and his sponsor for the Island events, Maples furnishing, just clipped a bank on his first-class run and eliminated himself for the rest of the day with slightly deranged suspension. This left the way clear for Chris Cramer to show his form on the demanding hill with the 2-litre Grunhalls Lager Special and he did it well, taking a magnificent second place at 43.64 s despite chipping a wheel on his first run. The two McLaren's of Richard Thwaites and Roy Lane battled for third in class with the Eastern Carpet Stores version of Thwaites just heading Lane's Manpower supported version whilst fifth place ahead of several other very rapid drivers was taken by an on-form David Good with his Lyncar DFV which really seems to have had the bugs ironed out of it in the last few weeks.

The championship run-off saw MacDowel immediately establish the Brabham at the head of the field with a first run of 43.59 s and he looked home and dry with Lane in second place on 43.74 s by dint of his first attempt. However Cramer having trailed Lane by just 0.01 s at the end of the first run was far from finished and really tigered the little car through the bends to stop the clock at 43.61 s just 0.02 s astern of MacDowel's first climb but good enough for nine points and second place. MacDowel even with 10 points in the bag, still took his second run and emphasised his current form with a storming 43.24 s to consolidate his lead at the head of the championship table. Lane, despite failing to improve on his second championship run, still held on to third place ahead of Richard Thwaites who despite feeling unwell climbed in 43.88 s for fourth place ahead of David Good who was really pleased to make fifth place at 44.14 s and head home an influenza plagued Tony Bancroft. Tony Griffiths somehow could not quite get in the groove and could do no better than seventh with the Brabham BT37 ahead of the BT38 of Richard Shardlow and the smaller engined cars of a slightly disappointed Tony Harrison and Maurice Ogier.

ROBIN BOUCHER

Results	BTD	M	MacDowel	50	Brabham	BT36X	Repton
1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10
11	11	11	11	11	11	11	11
12	12	12	12	12	12	12	12
13	13	13	13	13	13	13	13
14	14	14	14	14	14	14	14
15	15	15	15	15	15	15	15
16	16	16	16	16	16	16	16
17	17	17	17	17	17	17	17
18	18	18	18	18	18	18	18
19	19	19	19	19	19	19	19
20	20	20	20	20	20	20	20
21	21	21	21	21	21	21	21
22	22	22	22	22	22	22	22
23	23	23	23	23	23	23	23
24	24	24	24	24	24	24	24
25	25	25	25	25	25	25	25
26	26	26	26	26	26	26	26
27	27	27	27	27	27	27	27
28	28	28	28	28	28	28	28
29	29	29	29	29	29	29	29
30	30	30	30	30	30	30	30

David Good was delighted with his fine fifth place in the 3.0 Lyncar



Following Mike MacDowel's dominance during the last few rounds of the RAC Hill Climb Championship and his form in particular at Bouley Bay the championship circus made their way to St Peter Port, Guernsey, last Saturday to battle over the very tricky hill at Les Val des Terres with the current championship leader the hot favourite for another outright win. However, it was not to be, for the hill proved to be a real leveller of man and machine and as Richard Thwaites said: "How do you counteract oversteer and understeer when they happen virtually simultaneously?"

Les Val des Terres must be one of the trickiest hills in the championship with only one straight of note and an unending selection of left and right hand multi radii curves but even so the meeting produced one of the most dramatic and entertaining top 10s of all time with final victory falling to championship newcomer Chris Cramer who scuttled the Grunhalla Lager Special to a magnificent win on his last run of the day when it looked as though the reigning champion, Sir Nicholas Williamson, was home and dry.

Again there were few classes at the meeting and the first of the four-wheeled divisions brought forth the up to 1600 cc sports cars and immediately Allister Douglas-Osborn showed the rest of the pack the way home. With three class runs instead of the usual allocated two the third run basically allowed drivers to really have a go and on his last climb "Big Al" whisked his U2 through the beam in 36.70 s. John Stuart, despite breaking a rear tie bar on his last run still kept second place by dint of his first climb in the U2 of 37.19 s, just a fraction ahead of Robert Sunderland's Lola T212 which bent some valves on the first run and was not seen again.

The up to 1300 cc saloon car class went the way of John Wooley and his Cooper S with a neat climb just outside the class record at 39.51 s which left the Modus Cooper S of Mike Wager just over a second down whilst despite trying to write the car off on his last run Keith Hunt still held on to his third place in class by dint of his earlier run of 41.28 s.

The large sports car class again saw Phil Scragg well in command with the Chevron B19 Alpine climbing in an almost effortless 37.05 s on his second run and he decided not to bother with his third. Noel Le Tissier, having bent his Merlyn BRM in practice, ran with out the front bodywork and screamed up the hill in a very brave 37.91 s but he was ineligible for an award due to the lack of bodywork and so Richard Chadney with his climb of 38.14 s in the V8 Crossle officially took the runner-up spot. The large saloon car class was a complete benefit for Gordon Banks and

LES VAL DES TERRES

Cramer's first in Guernsey

his 1450 cc Cooper S for he simply walked away from the opposition and shattered the class record with a great climb of 38.44 s which left the VW of Ricky Blatchford a fair way back in second place.

With no 1100 cc racing car class the Woking Leaders points chasers Alex Brown and David Fyfe were in direct competition with Tony Harrison and the Brabham BT35 and they gave him rather a hard time. Harrison could not quite crack Richard Shardlow's class record set with Peter Varley's Brabham last year but clinched the class with a third run of 36.31 s. However, despite their lack of power both Brown and Fyfe chased as hard as they could with the little Ginetta G17 with Brown pipping his partner for second place by 0.02 s with a climb of 36.68 s whilst Maurice Ogier took fourth place but could not emulate his very rapid practice time with the Brabham BT28.

The large racing car class saw a tremendous battle develop on the first runs with Sir Nicholas Williamson and Roy Lane dead level on 34.75 s but by the completion of the third runs Lane had established himself at the head of the field with the Manpower McLaren at 34.54 s whilst Chris Cramer just thrust the Grunhalla Lager March past Williamson to take second in class at 34.63 s whilst the Baronet could not better his first class run. Richard Thwaites managed 34.95 s with his Eastern Carpet Stores McLaren to take fourth place ahead of former hill record holder Richard Shardlow, David Good and a none too happy Mike MacDowel.

The top 10 run-off saw one new face in the series this year, Steven Cuff with the Leda, but a sticking throttle on the first run and a climb of 35.95 s the second time was enough for ninth place only just behind the still slightly twitchy McLaren M10B of Tony Bancroft. David Good after a good opening run of 35.28 s could not get the Lynx to the top any faster the second time and so rested in seventh place a half a second behind the Brabham of Mike MacDowel who could not really come to grips with the hill or the local constabulary at all.

Tony Griffiths again did not seem at all happy with the Brabham BT33 until the last run of the day when he thrust the car through the final bend so much faster than before it was not true and his time reflected the line

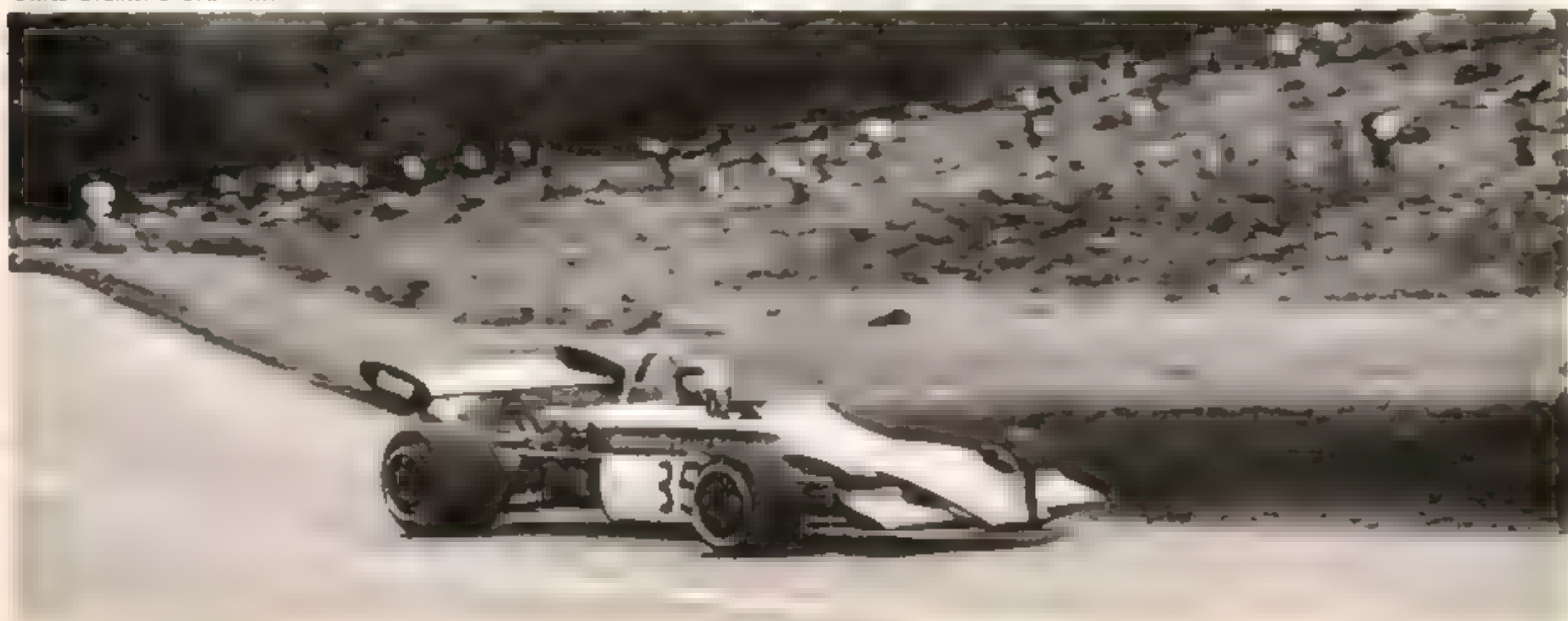
34.69 s, 0.02 s quicker than MacDowel and good enough for fifth place which brought a little grin to his face when he heard MacDowel's time. Richard Shardlow was again going extremely well especially on the top third of the hill and claimed an excellent fourth place with an ascent in 34.56 s but his fellow Yorkshireman Richard Thwaites was right out of luck as a rear wishbone snapped as he powered off the line for the first run and his chance of a good points score died on the spot.

So to the top three, Lane, Williamson and Cramer and what a finish to the meeting they produced. On the first run Williamson threw all caution to the winds, clouting the bank at the finish an almighty blow but he went into the lead at 34.38 s, but it was none too secure, for Lane managed a tidy 34.86 s and Cramer was right on his tail just 0.08 s down. Williamson ran first on the second run and really threw the Merlyn around as only he can but the result was a phenomenal 33.97 s and the 10 points looked to be his. Cramer refused to give up and was unbelievably rapid through the final bend and it could have been a winner: was it or wasn't it? Everyone waited and then came the announcement "No time, Chris Cramer for a re-run." The tension in the top paddock was almost unbearable as Cramer came rushing up the hill on the re-run and he was even tidier than before and he did it, 33.60 s, into the lead with Lane to come. Lane really hustled the big McLaren off the line and was really throwing the car into the bends in no uncertain manner but he just lost the tail on the final bend and spun over the line just crossing the monocoque. But he had stopped the clock, in 34.04 s.

ROBIN BOUCHER

BYD C Cramer		Grunhalla Lager Special		33.60 s	
1st Run		2nd Run		3rd Run	
1	33.60	1	33.60	1	33.60
2	34.04	2	34.04	2	34.04
3	34.38	3	34.38	3	34.38
4	34.54	4	34.54	4	34.54
5	34.63	5	34.63	5	34.63
6	34.69	6	34.69	6	34.69
7	34.86	7	34.86	7	34.86
8	34.95	8	34.95	8	34.95
9	35.28	9	35.28	9	35.28
10	35.95	10	35.95	10	35.95

Chris Cramer's Grunhalla March took a well-deserved BTD and full RAC Championship points



The Hillman Avenger has always been a four-door saloon. However, a simpler 2-door model has recently been introduced, with the object of broadening the price range in a downwards direction. As the 2-door body proved to be both lighter and more rigid than the 4-door, it was logical to drop in the twin-carburettor engine of the GLS and paint go-faster stripes along the sides plus the magic letters GT.

This latest Chrysler product is therefore no rip-roaring sports car and it remains a practical family saloon. The Avenger has always been fun to drive, in spite of its rather leisurely performance, and this lighter version is definitely livelier as well as handling even better.

The specification remains broadly similar with MacPherson front suspension, rack and pinion steering, and a four-link geometry for the live rear axle. There is less sound deadening material in the body, as befits the type of car. Those excellent drum-type switches beneath the steering wheel look after the windscreen wipers and washers and the lights.

Giving plenty of room for a tall man, the driving position is good, with well-placed



The four lamps are adequate for all normal driving, though on long, fast journeys in the night one could envy the four lamps of the Avenger GLS.

Hillman's Avenger GT: family car with performance

controls and a clear all-round view. The instruments are quite pleasant but do not have the exceptional quality that one remembers in all the cars of the old Rootes Group. The test car had a very naughty speedometer which might have got me into trouble, for registered 30 mph at a genuine 37 mph and 70 mph at a timed 75. Still, speedometers are rare indeed and the battery voltmeter was also inoperative, but at least the car had that most essential dial, a good and accurate rev-counter.

The engine is quite flexible but does its

best work when allowed to rev on the gears. The gearbox is silent and, as the French say, passes the speeds beautifully, so it is a pleasure to make use of it. The engine is reasonably smooth and quiet at high cruising speeds but feels a bit frenzied at maximum revs. The rear axle of the test car was quiet, which is a rare virtue these days. Road noise is moderate, apart from some thumps on badly broken up roads and wind noise only becomes noticeable towards the maximum speed.

Very easy to drive, the GT feels particular

safe and the handling is always sporting. The primary understeer soon turns into oversteer as the driver warms to his work, the tail eventually hanging out under perfect control. This is a good car for a beginner to choose when learning the noble art, as its behaviour is completely predictable. The brakes, too, give confidence, for although they are powerful there is no tendency to lock a wheel unexpectedly. I have tested them thoroughly in the mountains in France and they certainly give exceptional resistance to fading.

In choosing the suspension settings, the manufacturers have evidently decided that handling comes before ride. The machine sits down well on bumpy corners and the steering delivers the right messages to the driver's hands. These advantages are bought at the expense of a good deal of up and down movement on bad roads, though on typical British surfaces the suspension is more than adequate. The seats are comfortable though perhaps a little lacking in lateral location.

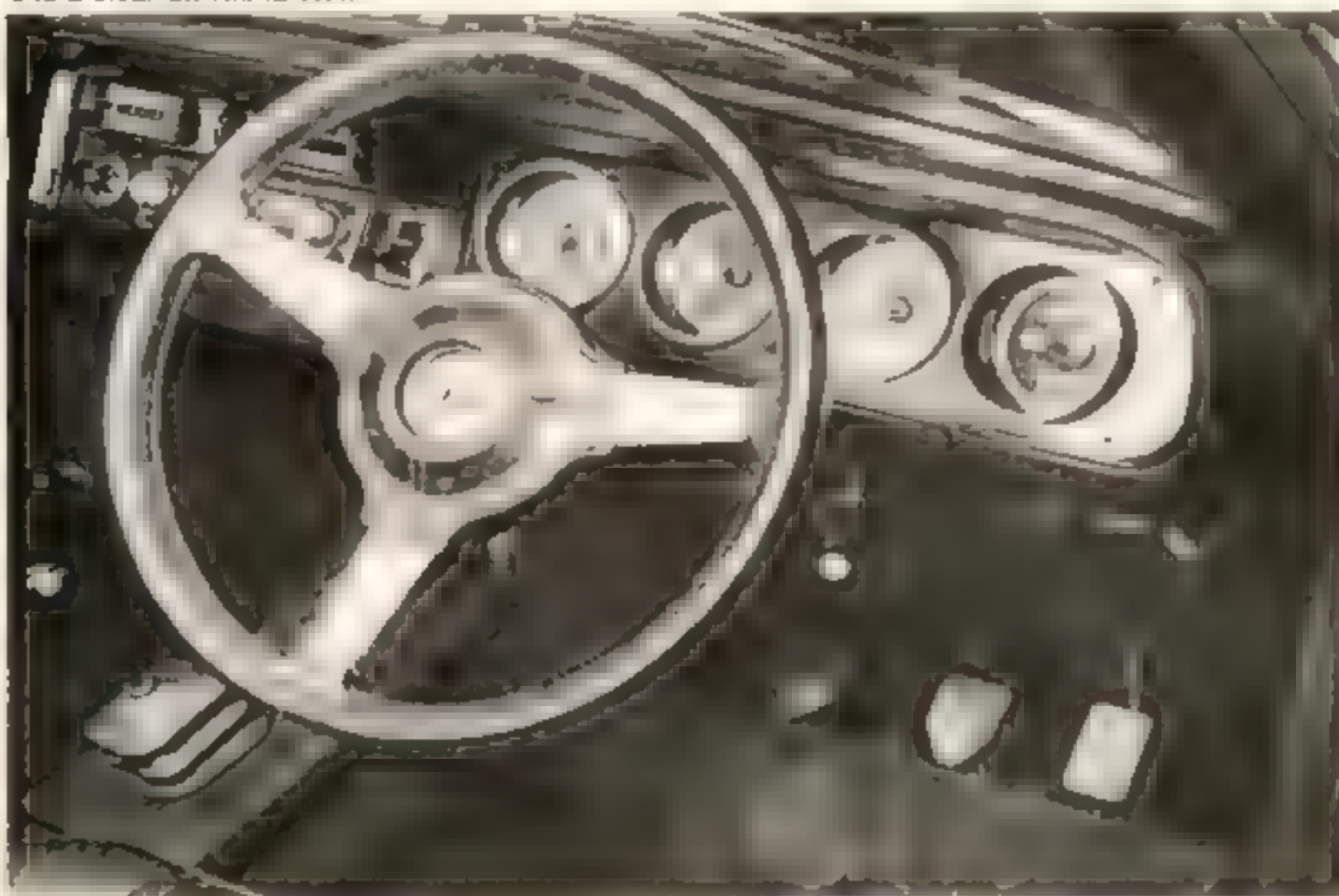
The steering is light enough to make parking easy and the hand brake, conveniently placed between the seats, holds the car easily on steep gradients. The clutch pedal is easy to hold down during extended traffic light sequences—there are too many cars that tire the left leg nowadays.

The heating and ventilation system has evidently been considered with some care. Plenty of fresh air comes from the easily controlled inlets near the centre of the instrument panel and the effective heater is soon in action after a cold start. The headlamps are adequate for all normal driving though on long and fast journeys in the night one could envy the four lights of the Avenger GLS.

Under the bonnet, the things that matter are easy to get at, the battery, distributor, carburettors, and valve gear all being handy for routine maintenance. This will be appreciated by the owner-mechanic and may encourage the service station not to leave out some of the more essential jobs.

A few years ago, the suffix GT would never have been applied to a family-type car like the Avenger. Today, these letters seem to have been de-rated and this vehicle is fairly typical of modern GT saloons. It does not pretend to be a 100 mph car but it does have a little more performance than its sisters, while there is just a suggestion in its appearance that it belongs to a driver who doesn't hang about. A sensible four-seater, it is apt to have a small boy in the back who keeps saying, "go on, dad, pass 'im!" It is not Enzo Ferrari's idea of a GT, but Italian is rather a different language.

Giving plenty of room for a tall man, the driving position is good, with well-placed controls and a clear all-round view.

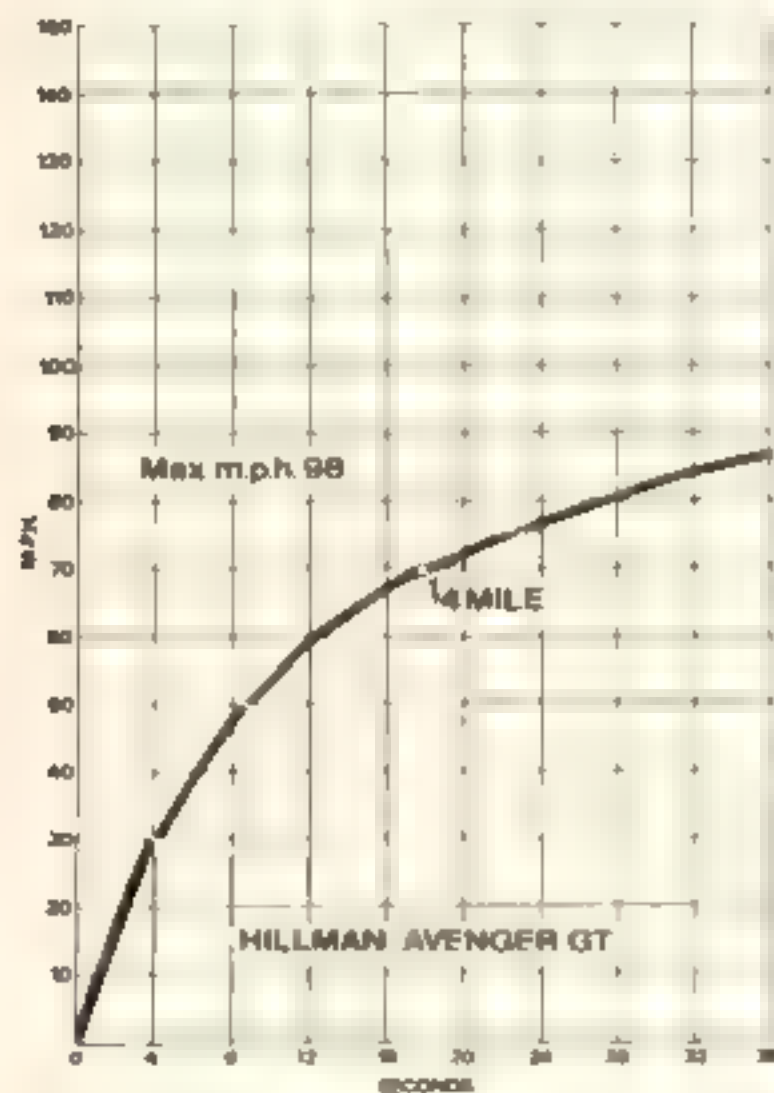


Road test

The Hillman Avenger GT is a car for the young family man. He knows that his two-seater days are done but he still secretly yearns after just one more sports car. He needs something a little different, with an emphasis on performance, and as he waits at the traffic lights he is mentally in pole position on the starting grid at Silverstone. For him, Chrysler have produced a family car that will do his ego a lot of good.

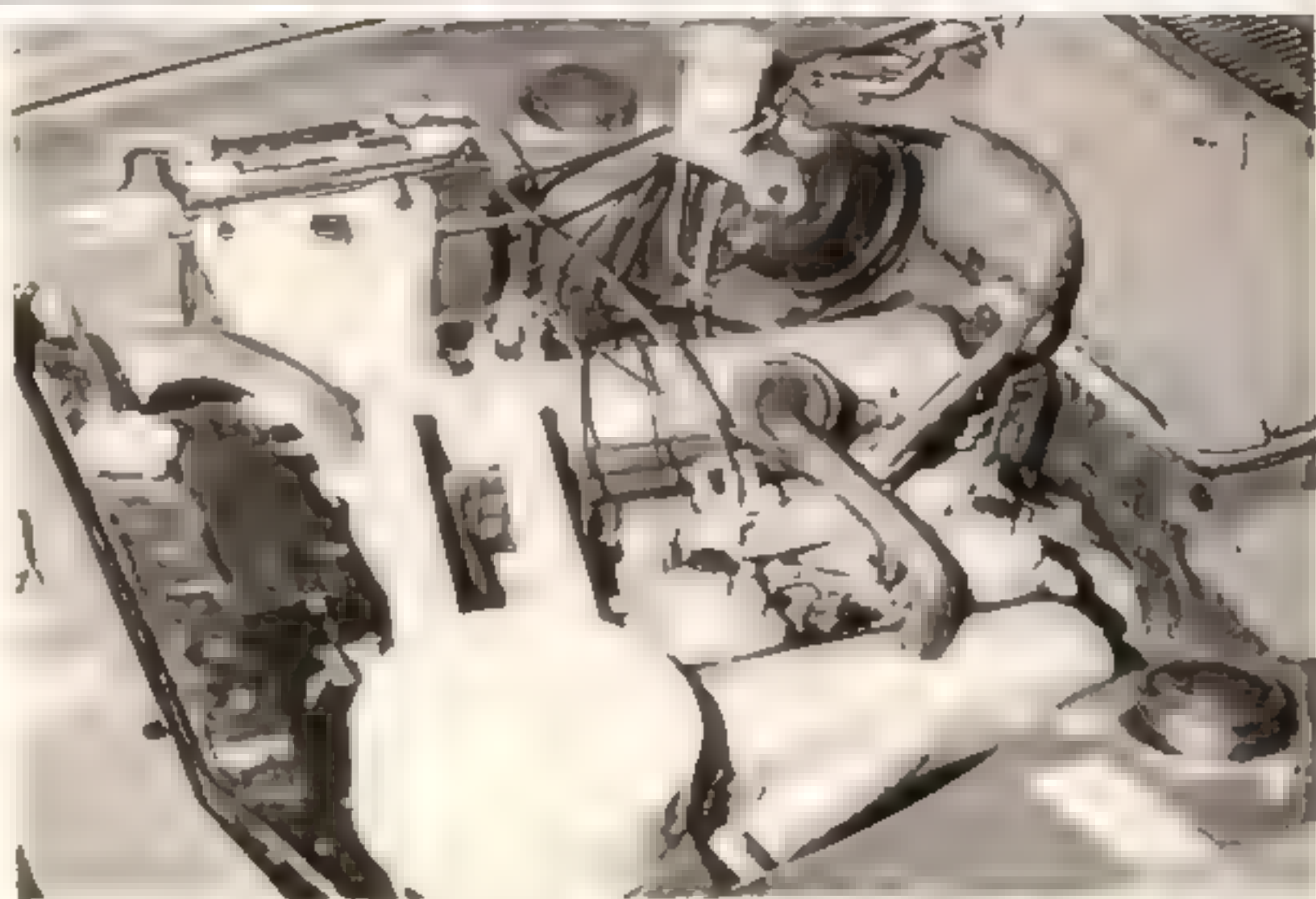
SPECIFICATION AND PERFORMANCE DATA

Car tested: Hillman Avenger GT, 2-door sedan, price £1,126.35 including car tax and VAT.
Engine: Four cylinders, 863 mm x 443 mm (1088 cc), compression ratio 9.0:1, 78 bhp at 5500 rpm.
Plin: of overhead valves, 2 24mm carburetors.
Transmission: Four-speed, all-synchromesh gearbox with constant change ratios 1.0:1, 1.51:1, 2.16:1 and 3.53:1 to 1.
Chassis: Combined steel body and chassis, MacPherson independent front suspension with coil spring, struts, lower wishbones and anti-dive bar. Rack and pinion steering, 2.66 rear axle on four links and coil over. Disc brakes assisted 4 in front and drum rear brakes. Bolt-on 4 in wheel rim, 155 13 radials on tyres.
Equipment: 12 volt, gear and starting. Speedometer, rev counter, water temperature, oil pressure and fuel gauges. V5 meter, rising demister and vent, sun system with heated rear window, 2 speed wipers, wipers and washers. Parking distance indicators, mirror, oiler.
Dimensions: Wheelbase 89.2 in. Track (front) 49.5 in. (rear) 49.1 in. Over all length 139.1 in. Width 59.2 in. Weight 17 cwt.
Performance: Maximum speed 98 mph. Speeds in gears: 1st 24 mph, 2nd 36 mph, 3rd 48 mph, 4th 60 mph. Standard quarter mile 18.0 s. Acceleration 0-30 mph 1.8 s, 0-40 mph 2.5 s, 0-50 mph 3.0 s, 0-60 mph 3.5 s, 0-70 mph 4.5 s, 0-80 mph 5.5 s.
Fuel consumption: 23 to 28 mpg.



The Nottingham SCC presented their final race meeting of the year at Croft on Sunday and, although on a weekend of many counter attractions which reduced the entry in some races, the day produced some fine drives. In particular, those two promising Formula Ford Merlyn drivers—Barry Warburton and Mike Wrigley—put on a couple of highly exciting duels, while Trevor Scarratt's Brabham BT18 recovered from a spin while leading the Sta-Power Monoposto round to fight back to win. Lap records fell too with Scarratt and Eric Smith's Gordon Allen TC-engined Mini smashing their class figures by large margins while Tony Williams (Team Ziebart Sprite) and Alex Clacher's ubiquitous Imp also reduced their class times.

Only eight cars were running after the first lap of the Sta-Power Monoposto qualifier and it was Trevor Scarratt, back on form after his nasty Brands accident, who led Alan Baillie's Viking 1A and Brian Jordan's Nike HC. On lap 3, Scarratt spun at Sunny and dropped to a fairly distant third while Jordan tried to find a way round Baillie for the lead. Scarratt soon



Above: under the bonnet the things that matter are easy to get at, the battery, distributor, carburetors and valve gear all being handy for routine maintenance. Below: the two-door Avenger proved to be both lighter and more rigid than the four-door.



CROFT

Scarratt fights back

recovered and by lap 8 was right on the tail of the leaders, slipping past both of them on the following lap to take a fine victory and a most creditable lap record which was faster than Alan Rollinson's two-year-old F3 record. Baillie's car sounded very flat in the closing laps and Jordan went by on lap 10. John Boughton finished fourth after passing Bruce West's similar BT18. Once John Lancaster's JCM Mk 6 pitted on lap 5, the 1000 cc class was without survivors.

The first of the Formula Ford races began with Barry Warburton's pole-winning Merlyn Mk 17/20 grabbing the advantage into Tower with Mike Wrigley's Merlyn Mk 11A, Dave Steedman's ex-Syd Fox Hawke DL9 and John Simpson's Bacal Construction Nike Mk 10 in hot pursuit after a lap. At one stage Wrigley

looked to be under the most pressure, but he drew away from his pursuers slightly and really set about Warburton. The latter was driving very spectacularly and was doing a great deal of weaving in order to try to break Wrigley's tow. In the end Warburton's tactics won out and he had an 0.4 s margin at the finish. Some observers (but not Wrigley) took exception to Warburton's driving and he was briefly disqualified, but, with Wrigley's support, he was reinstated after a steward's meeting. Simpson got by Steedman who shared fastest lap with Warburton, on lap 7, and hung on to take a hard-fought third place, with these two well ahead of Allan Wilson's Elden Mk 8 and John MacGilvray's Crosslé

continued on page 56

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Remember Les Leston? Oh, he used to race Elites or something, didn't he? After the Castrol Production Saloon Car Championship round at Snetterton on Sunday, Les showed that he is now a force to be reckoned with in racing again by winning a classic G1 race in his Camaro from the similar car of Richard Lloyd, the latter making his return to the British racing scene following his road crash earlier in the season. In the other main championship event at this West Essex CC meeting Donald MacLeod scored a home win for the Van Diemen concern in the BOC FF round after a tense struggle with the new and old Dulons of Derek Lawrence and John Lipman, Lipman's performance against such talented opposition deservedly gaining him the SP Man of the Meeting award.

For a change it was the three classes from £801 upwards which contested the main Castrol Gp 1 event, the Moskvich contingent filling out a rather small Special Saloon grid. Lloyd was fastest in practice with a time over 2 s better than his own lap record despite only completing six tours, punctuated by a visit to the pits to check the Camaro's wheel bearings. He was using the rather untried car which had an abortive run at Spa as his "Tour" car is being sold. Dealer Team BMW's entry for Donald MacLeod paid off with the Scotsman circulating the 3.0 Si only 2.2 s slower than Lloyd with Tony Lanfranchi a further 0.4 s behind in the ShellSport/Luxembourg 3.0 Si with a bad misfire every lap at the Hairpin due to fouling plugs. Leston shared Lanfranchi's time with Stan Clark in the first of brother Roger's Alfa 2000 GTVs only 0.2 s slower. Bernard Unett (Hunter GLS) had a 0.6 s advantage over Tim Stock's Firenze in the up to £1500 class but the £801 to £1050 class produced a shock with Les Nash pedalling the Bill Shaw Marina around 0.4 s quicker than Ivan Dutton's Escort Sport although to be fair the latter's car was misfiring horribly on most of the lighter corners.

From a packed grid Leston made a fabulous start and was soon chasing Lloyd. It took "Radio" only one lap to pass the AJ Rivers-entered car and after that, battle was joined for the next seven. Although not looking as tidy at times as Lloyd, Leston kept his Camaro's nose in front for most of the rest of the race shutting the door to every attempt by Lloyd apart from a brief spell on lap 7 which Leston righted on the Norwich Straight. Lloyd's chance finally evaporated as he went wide in the Hairpin on the last lap leaving a joyful Leston to run home some 4 s ahead, Lloyd pulling off immediately after the line with fading oil pressure. So far were this duo ahead of the rest of the field that it was no surprise to find the lap record shattered, Leston and Lloyd recording the first sub 1 m 50 s production saloon time with 1 m 48.6 s, 3½ s better than the old time.

While the first place dice was an all Chevrolet affair the contest for third was a BMW struggle. It took some very determined driving by Lanfranchi to finally vanquish MacLeod, Tony having spent most of the race side-by-side with the chocolate-coloured 3.0 Si before producing a winning margin of half a length. Despite some incredible driving by Gordon Spice, who was using Klebers on the rear of the Wisharts 3-litre Capri and "the" Michelins on the front, the Ford thrashing

SNETTERTON

MacLeod's Diemen dice

was complete when both Alfas passed and pulled away from him after the opening laps, Stan Clark now throwing the Alfa around equally as much as John Handley whom he led home by nearly 5 s.

Tim Stock (Firenze) held the advantage over Unett's Hunter for a couple of laps while Bernard convinced himself that his braking problems of practice were not recurring to the same extent (he had two nasty moments at the Hairpin during the morning session). Unett then pulled out quite a class lead but Stock had the consolation of holding off Roger Bell's BMW until the last three laps and was still ahead of many of the "top" class at the flag. Unett pared 0.4 s off his class record. Dutton had another excellent showing in the newly painted Unitam Escort Sport making a nonsense of his lap record in the process after a tow from a Mexico, which he then had the effrontery to beat. John Lyon also in an Escort Sport took second in class by a fraction from Les Nash who wound the Marina up as if he were a representative returning home for the weekend!

Opening the meeting was a Formula 4 Championship race combined with a few FFs. Two Fours made the front row of the grid, championship-leader Fergus Tait and John Webb, and their Chevrons should have been joined by Tiff Needell's new FF Elden but the winner of pole position was busy repairing the damage caused by a dropped valve in the BOC practice. Two separate battles emerged, Syd Fox rapidly made up for his poor grid position (due to a loose carburettor on the Camel Hawke) and tried his hardest to beat Tait's Chevron but the 1 litre screamer had the edge out of the corners and Fox finished a few lengths down. Glenn Eagling (FF Lotus 61) had a similar problem with Dave Griffiths in his Chevron F4 although the FF driver usually had the edge until a moment at Coram on the last lap. Tait broke the F4 record.

Next out were the special saloons plus the up to £800 Castrol contenders. Rob Mason's incredibly quick 1.3 Cooper "S," which sports a Whitehouse engine with alloy head, fuel injection et al proved too much for Jeff Mann in the Anglia 1.6 and the gap between the Mini and Anglia widened gradually after the early laps, Mason taking over a second off the existing lap record. With the first two classes being decided by first and second men in the race, albeit in reverse order, it seemed appropriate that the other special saloon classes were similarly clinched; Les Nash therefore took the 1 litre category and third place overall with the Bevan G2 Imp while Norman Blowers came home fourth in the Wesley Mini and took the 850 class, with an extra bonus to the Lowestoft driver in the shape of a convincing 850 class record.

Tony Lanfranchi led home the Moskvich brigade by a considerable distance, lifting the front wheel of the unstable-looking car very high through the Esses on his way to another

new lap record. Eric Horsfield (Leicester Post House/Satra Motors) and Tony Stubbs (Kinson Motors) were fairly close throughout but Peter Jopp gradually dropped back with his Kinson Motors car—all Moskviches, of course.

The F1200 event was a demonstration drive by Mike Taylor whose Tetranychus Telarius never missed a beat throughout and finished over 40 s ahead of Tim Gath's pretty Mallock U2. The rest were spread out round the circuit and the retirement rate was very high, more akin to their smaller brothers F750 than the usually reliable F1200s. In the Formula Vee event, like the F1200s also for Championship points, the racing at the front of the field was very close and exciting. The Bruce and Olly show was joined this week by Jeremy Hampshire, who like Hollamby was Austro-mounted while Bruce Venn was in the Canon Vee Sport team Scarab. All three led at different times during the race, the lead changing so often that it was clear that Russell corner on the last lap would decide the winner. In fact they approached the finishing line in a bunch with Venn just getting the verdict from Hampshire with Hollamby half a car's length behind.

The Vintage and Historic race produced a mouth-watering selection of cars but not a great deal of excitement. Richard Bond led from start to finish in the Cooper Metals-entered Lister Jaguar, Tony Merrick seeming to get closer as the race progressed in John Roberts's Lotus 16 until a small excursion at the Esses lost him the chance but not second place. F4, dicer John Webb was chased hard by Frank Lockart (Rover Special) until the latter cooked a head gasket on the last lap leaving Webb's Lotus Elite a safe fourth behind David Ham in another sweet sounding Lister Jaguar.

With only 1 s separating the first seven cars in the BOC FF practice we were in for another of those Snetterton slipstreamers and despite the entry being less than expected for the major FF Championship, all the main BOC points scorers were here. Frank Hopper took pole in the Royals with the works Vegantuna engine on his first racing appearance at the circuit, but he was soon overwhelmed in the huge train of cars which circulated for the opening laps and in fact retired with damaged front suspension after only four laps. A group of three broke away from the pack led initially by John Lipman in his elderly Dulon with Donald MacLeod (Van Diemen) and Derek Lawrence (Dulon) in very close company. It was like the Vee race over again with the lead changing rapidly but with Lawrence seeming to have put his mark on the race as MacLeod still had to contend with Lipman who himself was being nibbled at by Mike Taylor's Wimbhurst. It was MacLeod though who made that vital break on the last lap, having been biding his time with a recurrent braking problem, and a few lengths in hand crossed the line with a few lengths in hand over Lawrence, Lipman being only inches behind. MacLeod thus takes over the lead in the Championship. Taylor took the next place with Stephen South (Ray) and Syd Fox carrying their later stage of the race dice to the line where both Ray and Hawke recorded similar times but the verdict went to South.

As the sports/GT/post historic field left the grid John Jordan's McLaren M8B was still sitting in the pit road; it left after about a minute but JJ had done his calculations wrong and he had caught and passed the whole entry by lap six. Peter Walker (Jaguar "E") had led for a while but aided by an oily hairpin Brian Mitchum was able to insert his 1 litre Clubman's U2 into a deserving second place behind the mighty McLaren.

MIKE DIXON

Results, page 56

Richard Lloyd leads Les Leston during their dice for the G1 lead, which the latter won



ROAD TEST REVIEW



Car tested: Moskvich 412 four-door saloon
Engine: Four cylinders 82 mm x 71 mm 1470 cc
 chain driven overhead camshaft twin choke downdraught
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 at 5500 rpm
Transmission: Single dry plate clutch Four-speed all-
 synchromesh gearbox with centre change ratios 1.0,
 1.5, 2.04 and 3.49 to 1 Open propeller shaft Hypoid
 bevel rear axle
Chassis: Combined steel body and chassis independent
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 rear axle on progressive rate semi-elliptic springs
 Double acting telescopic dampers all round Servo-
 assisted drum brakes on all four wheels Bolt on disc
 wheels Fixed 165 13 Michelin 24 tyres (front)
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 gauges Hand-controlled radiator shutters heating de-
 frosting and ventilation system Two speed windscreen
 wipers and washers reversing lights starting handle
 impact on lamp tyre pump and pressure gauge full
 900 kg
Dimensions: Wheelbase 7 ft 10 in track (front)
 4 ft 0 1/2 in (rear) 4 ft 0 1/2 in overall length 13 ft
 5 in width 5 ft 3 in weight 1940 lbs
Performance: Maximum speed 90 mph 5000 revs in gear—
 1st 7 mph 2nd 45 mph 3rd 30 mph Standing
 quarter mile 19 s Acceleration 0-30 mph 10 s
 0-50 mph 15 s 0-60 mph 15 s 0-80 mph 20 s
 Fuel consumption 23 to 32 mpg

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Datsun for Sclater

As announced in *Motor* last week Chris Sclater will be the third works Datsun driver on the RAC in November. He was involved with the Datsun team last year

Chris Sclater



in testing the team cars before the event and is believed to have impressed Team Manager Wakabayashi with his speed around the Bagshot track. The car will be the latest model 240Z, right hand drive and his co-driver will be Martin Holmes, who accompanied Sclater on his first international rally in 1968 and many events since. This move has come as a surprise as many assumed Sclater would be driving the Kleber Wheelbase car used by him on the Monte and Acropolis. In many ways the drive for Datsun will round off Sclater's Kleber Wheelbase championship year to good effect. The championship was designed to carry such a person as Sclater through from self-financing privateer days to fully-professional status and the 240Z drive shows how the original intentions have been achieved.

Trident Rally hits trouble

Croydon & DMC's Trident Rally has regrettably run into financial problems as the event's sponsors, Trident Petroleum (London) Limited, can no longer meet the total agreed sponsorship. We are told however that the club has secured the use of a number of the southern forests and the event is still on. Stage mileage will now be cut to 40 and the £12 entry fee. The opening date for entries has also been changed and will now be Monday August 6.

Ecurie Cod Fillet night

The annual reunion of Ecurie Cod Fillet will take place at the Opposite Lock Club, Birmingham, on Sunday, August 19. Accommodation for the pilgrimage has been arranged at the Midland Hotel, Birmingham, at a cheap rate of £3 single and £5 double. ECF members taking part in the C.M.N. Grenlin, the previous night, are recommended to arrive at the Midland on Sunday at noon, sleep until the festivities and then back to unconsciousness again. Members should contact Roy Fidler, Pin Blatt Street, Manchester 3.

● Irish Mini driver Mervyn Johnston is reported to be in the throes of negotiating for a Triumph Dolomite Sprint, although at this stage it isn't known if Mervyn will have it in time for the Manx or not. Navigator for Mervyn for the Manx will be exponent Manxman and tuning wizard from Manx Racing Developments Bill Quine.

Police will check on Alpine recces

With severe opposition from the authorities the Austrian Alpine Rally (a world makes round) will have to tread very carefully this year. The event, which runs from September 12 to 16, will include special sections for servicing. All connecting mileage will be run at an average of no more than 45 to 55 kph. The route will be announced 21 days before the start and the police force will be out in force to watch all the special stages to catch any practising crews going more quickly than they consider safe.

● Team Hartwell are preparing a group five Avenger GT 2-door for special stage rallying. The car is expected to make its debut in September.

● When 1000 Lakes organiser Mauri Lindell was 'phoned last week by a Special Stage controller he answered on his in-car telephone. Lindell was parked in the middle of a forest with a radar trap waiting to catch any practising crew breaking the 60 kph reccé limit. The Finnish Grand Prix is a very well run and serious event. Perhaps the B.R.L. could take a cue from this sort of active enforcement and for instance, make sure there are no pace notes lying about on the next RAC Rally.

● Per-Inge Walfridsson with John Jensen will be competing on the Total Rally for the Toyota team.

● Tommy McAloon, the Irish rally driver living in the Isle of Man, is looking for something quicker for the Manx. He told our Isle of Man correspondent that it will either be a quick motor for his Escort TC or maybe a new Ford Escort BDA. Tommy has had some good placings in Irish rallies lately.

Patrick cancels Escort plans and chooses a Carrera

Malcolm Patrick, the Birmingham dentist, has cancelled his plans to run an Escort in rallies this autumn, and has bought the Carrera RS formerly piloted by Robbie Gordon. He plans to compete on all the remaining C.M.N. rallies in this car with Neil Wilson, and also on the International Manx Trophy rally with Roger Roderick Jones, with whom Malcolm shot to prominence by finishing this rally in fourth place overall last year.

Patrick first started taking C.M.N. rallies seriously at the beginning of this year when he finished second on the Ralife Brinswe at the wheel of the ex Rodney Badham Imp with Colin Francis, before being excluded for lights infringement. This Imp is now for sale through Midland Range Team, Rugby 4367. It has proved surely the most reliable 1-litre saloon rally car and has finished three times in the top ten on this year's C.M.N. events. The only other 1-litre car to have gained C.M.N. points this year has been Alan

Conley's Cien Crusader. The Imp also gained the 1-litre class award on the Cheltenham Festival Rally.

Malcolm Patrick



● Following the Hackle Rally results, Ian Wilson (SMT Opel Ascona) has now moved into equal 1st place in the Shell The Scotsman rally championship with Bill Taylor (Royal Bank of Scotland RS1600).

● Vauxhall achieved considerable success on last weekend's Calderford Trophy Rally. Will Sparrow won, Ron Shipp came third and Pip Dale finished fifth—all with 23 Firenzas. Report in Sports Extra.

Cirencester Stages—Pictured here is the Team Robert Moss Ltd, Escort Mexico of Richard Woulridge Duncan Spence. There was the top placed Mexico in a Ford dominated rally. Vic Preston with Ford man Tony Mason won the event. Report in Sports Extra.



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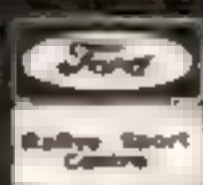
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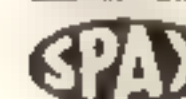
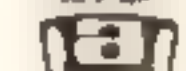
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Special stage

Burmah and Stocktonian

Regulations appeared recently for the Burmah Rally, round 10 in the RAC championship. The format is much the same as last year, though both start and finish will be at Dunoon. The rally starts at midnight on Friday and ends at noon on Saturday, after a route of about 300 miles, of which 80 will be over forest special stages. Classes cover cars up to 1000, 1300 and 1600 cc, and maps required are 52, 53 and 59. The entry list opens on July 30, and closes 14 days later, so that vagaries of the postal service or absence on holiday is not expected to prejudice a competitor's chances of entry. Entry fee is £15, and regulations come from Dr Stuart Parker, 1 Burnhead, Larkhall, ML9 2EQ Lanarkshire. Telephone 0698 882724. Clerk of the Course is Ian Muir, Drew Gallaher's navigator. The early finish is expected

to enable competitors easily to cross the country to compete on the Stocktonian Rally, starting at Thornaby, Teesside, on the Saturday evening. Alan Conley and Martin Hoimes plan to fly from one to the other and possibly others will as well. Last year Conley drove an Avenger on the Burmah to come 9th, drove across country and then in the same car came 11th on the Stocktonian. This year he plans to have the Triple C Clan Crusader on the night event.

● Regulations are available now for Stockton & DMC's Stocktonian Rally (September 1-2) which counts for Eastern MN, Forest BTRDA Silver Star and ANECCC championships. Supported by Nesham of Teesside Ford Rallye Sport dealers, the Stocktonian takes place over the North Yorkshire Moors and the going may well be rougher than on other C MN events. Start will be from Thornaby New Town Centre, Teesside and the finish venue will be the Swallow Hotel, Stockton

Bullough goes Porsche

Jimmy Bullough, past C MN rally champion, has plans to drive the Harold Morley Porsche Carrera on rallies this Autumn. Jimmy has been entering the national road rallies for about 15 years, but for the past ten years has exclusively driven Fords. The new Escort TC with which he entered the Nutcracker Rally is apparently due to be used by Jimmy's son. The Porsche was acquired by Morley last March and was first seen as course opening car on the Cytax Rally. Since then it has been used on the Firestone, Welsh and Scottish Internationals, on the Tour of Lincs, the Cheltenham Festival and the Nutcracker rallies, gaining three outright wins and

coming fifth overall on the Welsh



Jimmy Bullough



Heatway Rally: Above: Mike Marshall drove a works (rebuilt Subaru car) Escort and finished second to Hannu Mikkola's similar car. He held this position throughout the event. Below: One of many Japanese cars entered was the Tim Gibbs Toyota Corolla. Seen here on the Kawarra Special Stage



Sherry Rally: Pictured here is a view of one of the many new loose stages planned. With a route of 1000 miles there will be a total of 30 stages—two-thirds through forest. Entries close on September 13th. Chris Scialer, Shekhar Mehta and Harold Morley are already entered. The organisers are hoping for as many as 30 British entries

Mike Hibbert without a car

Mike Hibbert is anxiously looking around for a car with which to enter the remaining rallies this year. Mike came fifth on the International Scottish in the Clarke & Simpson car, the best driver eligible under the Kleber-Wheelbase scheme, and on his only other good run this year he won the Shell Tour of Dean. Mike is obviously disappointed not to have the chance of driving the new C & S 2-litre which his move back to Scotland will preclude. There has been no indication from the Kleber judges this year on which events they will primarily be considering performances, the only observation which can be made is that Chris Scialer was the best eligible driver last year and won the award outright.

BRIEFLY...

● We were correct in last week's Autosport report on the Nutcracker Rally to say that 8th and 12th places for the DTV Vivas would not make headlines in the team's Sporting Digest. Instead we read: "Everyone was taking great care to get through unscathed because of the total ban on servicing!" Now we know.

● A Chevrolet Dealer Team bulletin recently arrived on the Special Stage desk, all the way from South Africa. The news sheet, which should become a regular production, outlines the "little Chev" (V8 Firenzas) exploits in that part of the world. Most surprising of all the news contained therein is that the cars use a huge wing, mounted high in the air stream and well above roof height!

● Redditch and District Car Club's Esso Uniflo Special Stage Rally takes place this Sunday starting from the Belfry Hotel, Wishaw, Nr Sutton Coldfield. Special stages will total a minimum of 45 miles over private



The start of the mod sports race with Fletcher's Elan, Pearson's XK120 and Hough's TVR in front.

AINTREE

Mather trounces opposition

Kim Mather celebrated his first race in David Taylor's ex-Oliver/Yardley BRM P153B with a thoroughly convincing win in the Duckhams formula libre race at Aintree last Saturday, although his fastest lap of 107.34 mph was not one of the 10 records broken in the glorious conditions. John Pearson's marvellous Jaguar XK120 scored a brace of hard-fought mod sports wins, and Richard Hawkins' FF Titan had similar trouble in securing the Formula Ford honour. Sponsored by the Liverpool Tractor Company, most of the nine races produced good fields and excellent racing, with the Aintree CC doing a splendid organisational job and Peter Hamilton-Smith making a much-welcome return as commentator for the fair-sized crowd.

Ed Wilcox's Merlyn Mk 11A harried Peter White's Palliser WDF2 for the first two laps of the first Formula Ford heat, before taking the lead into Club Corner for the third time and thereafter ease away from the airline pilot. Ato Lawler's hastily-rebuilt Royale RP16 gradually lost touch with the leaders in third place and didn't wait around for the final as

by him on Railway Straight on the first lap, with Hawkins doing the same to Warburton on the second lap and then pull away for the rest of the race. Warburton maintained second position, while Mike Wrigley's Merlyn Piper Mk 11A diced away third place with Baird and Kelvin Hesketh's Stein Lager-sponsored Merlyn Mk 24 until Wrigley spun at Country on the penultimate lap and left Baird to narrowly fend off international karting ace Hesketh. Wrigley claimed sixth place on the line, and former mod sports driver Hawkins—a 27-year-old architect from New Zealand, now living in Cheshire—set a new record with his Link Fasteners Titan.

There was an excellent field of modified sports cars for the local Esso Uniflo championship series, with Brian Hough's 54-litre Tuscan taking the initiative into Country from John Pearson's Jaguar XK120 and the Lotus Elans of Jon Fletcher and John Evans. In an exciting manoeuvre, Pearson nipped by Hough on braking for Club Corner on the second lap and when the burly TVR attempted to repeat this procedure on the third lap, it went skating down the escape road at Railway Straight and dropped behind the Elans before continuing. Pearson was then left on his own to score a 13 s win and take a new lap record, while Fletcher pulled away from Evans, whose Phil Marks prepared Vegantune t/c engine started to billow out smoke, and after Hough had split the Elans, Evans retired with a blown engine. Hough then set after Fletcher, rocketing past him on Railway Straight with two laps to go, but the Elan clung to the TVR's tail for the remainder of the race. Brian Mills' E-type was the only other car un-lapped, in fourth place, Mills' sparring partner Tony Williams in the Ziebart Sprite making a pit stop when the outside ignition cut out but he still won his class. Brian Murphy had a fuse go in the ignition with the meetings sponsor's E-type, which lost him four laps in the pits and the other E-type of Dave Moore was lacking engine power, but still finished fifth.

Chris Meek's Princess Ita Ford Escort with its 1850 Cosworth BDE engine, dominated the 12-lap special saloon race. Meek took a second off the lap record, as his immaculate Escort romped away with the proceedings, leaving Tony Sugden's Escort TC way behind in second place to have a hard time in dealing with Eric Smith's Ford BDA-engined Mini, which got the better of the Escort on the fifth lap and set a new record as it then pulled well away from Sugden. John Chappel's Howley Racing Cooper S had to make do with fourth place until the oil pressure dropped and he pulled off shortly before half-distance, leaving fourth place to Sédric Bell, whose 1-

litre Mini-Ford broke its class record too.

Richard Hawkins' Link Fasteners Titan held the lead of the 12-lap Formula Ford final from start to finish, but not without considerable pressure. The second place dice of the Merlyns of Mike Wrigley, Barry Warburton and Ed Wilcox was unbelievably close at times, with their positions changing constantly and once Wrigley worked to the head of the queue, the Merlyn trio moved closer to Hawkins, with 0.2 s separating those two at the finish and Warburton was right behind too. Wrigley equalled Hawkins' record in his drive, while Wilcox's last lap attempt in improving on his fourth place ended abruptly in the bank at Country, which elevated the closely-following Stu Baird into fourth with his Merlyn. For fifth place, Kelvin Hesketh used his karting knowledge to outdo Peter White's Palliser on the last lap after a racel-long struggle.

Robin Smyth's unorthodox rear-engined Warren Reliant made a slow start in the 750 Championship race, but still finished the first lap in the lead with Mike Street's Herald-chassis DC Plus powered by a 800 ohv Reliant self-tuned engine, hard on its tail. The lead changed on occasions between the two, but Smyth's chain-driven, live rear axle Warren with its blown Reliant side-valve engine pulled away in the closing laps to break the record, while Street began to wilt in second place. Lyn Evans' Centaur-Reliant pulled up from a slow start to hold third place by the third lap and thereafter pull



Kim Mather in the winning BRM P153B

away from a battle which saw Geoff Smith's JGS narrowly defeat Tim Green's Time Mk 2. John Giles' JGS spun away fourth place on the second lap at Country and picked up to eighth at the finish.

Although Rob Cochran's Bladon-Holbay BRL5 took the lead of the clubmen's GT race, he was shadowed by Bob Cuthbertson's impressive Drummond-Holbay and Cuthbertson challenged the Bladon very hard for the first half of the race, before Cochran put a couple of seconds between the two clubmen's cars. Both drivers reduced the record during their dice, the honour finally going to winner Cochran with a scintillating 58.6 s. Malcolm Jackson's BGL-Holbay Mk 1 held third place before spinning into retirement before half-distance at Beechers, leaving Richard Simms' Chevron B19/21 to dice out third spot with Brian Hough's Tuscan in grand style until Hough got ahead of him on the seventh lap at Country and Simms promptly spun it at Club, dropping him to seventh. Hough was then left unchallenged, while much-welcome Irish visitor Richie Heeley took his Capital Tea Gryphon-Holbay C73 into a secure fourth place once Barry Joell's Tollbar U2-Holbay retired with overheating on lap 8 after having a tremendous battle with Heeley. After spinning at Club when ahead of Heeley, 1300GT class winner Lyndon Thorne recovered to fifth in his ex-F100 Aldon with Dave Rees' U2-Holbay Mk 11 challenging him hard for the last four laps. All four class records were broken in this race.



Ed Wilcox crunches to a halt at Country

a head gasket had blown, Dave Morgan's Mistrale narrowly hung on to fourth place from Phil Barak's Alexis which had spun at Country on the second lap and Richard Jones' Hawke.

Stuart Baird's lead of the second Formula Ford heat with his Merlyn Mk 24 was short-lived, for Barry Warburton's Merlyn Mk 17/20 and Richard Hawkins' Titan Mk 6 slipstreamed

The proposed 15-lap special saloon and mod sports race only produced four mod sports cars on the grid, so was wisely cut to eight laps. But it still produced a tremendous side-by-side battle for the lead between John Pearson's Jaguar XK120 and Brian Hough's Tuscan. For the first four laps, the two cars swapped the lead continually until Hough indulged in a bit of autocrossing leaving Club and then spun at Beechers, leaving Pearson with a comfortable win. Hough dropped to third and set a new class record, splitting the E-types of Brian Murphy and Dave Moore.

For the 15-lap libre finale, much interest centred on Kim Mather's BRM P153B, which was chassis No 4 and still retained a rather tweaked chassis. It also used a Hewland gearbox and a dated ex-Eford two-valve BRM engine, but Mather acclimatised to his new mount most impressively by soon taking the lead from Martin Webb's Hart BDA-engined Chevron B25 and pulling away to lap the entire field at the finish. Webb spun at Club corner on the eighth lap and blew the engine on the next, leaving Jim Charnock's Brabham BT30 to inherit a lonely second place. Ian Stronach's old 47 Kincaid-Ford sounded rather rough, but still finished third having disposed of Malcolm Bohm's Lotus 69 which then spun into retirement at Beechers.

ROBERT FEARNALL

Bischof Trophy for Formula Ford Heat 2 (7 laps)
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Gary Goggin took the Pro-Stock title from Kevin Piling in the final, after being ahead on points going into the event. He had qualified with the Camaro at 11.56 s, still using his "old" engine, while Kevin had been second at 11.8 per cent. Tony Dickson had his new engine back together and took it easy at 12.7 s, while Geoff Hauser took Mike Aitkens 327 Capri to a 12.8. The Stones Escort blew a head gasket in its Chevy engine, and burnt a track across the block and head, forcing them out, whilst the Crane/Edmundson Camaro suffered more bad luck. On Saturday the prop shaft broke, whilst after repairing this for Sunday, a head gasket blew on the next attempt.

In the racing, Gary got off to a good start with an 11.2 s win over Tony's 12.2 s, a disappointing time from the new engine, whilst Kevin shut down Hauser's Capri with an 11.54 s to 13.1 s. When Kevin won the final with a very close 11.14 s to 11.26 s, the two cars had to rerun to decide the overall winner, and this time, Kevin never forgave himself for red lighting away the Petersen trophy to Gary's fine 11.2 s; the two cars really so close all the way that only the electronics could split them.

Top Street came up with yet another winner as it continued to get harder and harder to dominate the class. Leading qualifier was Pete Andrews's Corvette at 11.9 s, with Jim Krejcki second in Yun's similar car at 12.03 s. Dick Smith took the big Chevelle to its best at 12.36 s, with Dave Rose next at 12.86 s. Nicolai Lorientko's Swedish Firebird was next at 13.29 s, then John Ledster's Mustang at 13.89 s, ahead of Ivan Fryer's 351 Mustang at 14.53 s. With 12 qualifiers, there were four bye runs in the first round, these going to Andrews, Smith, Fryer and Yun. Dennis Mutton's Torino was first to fall to the Firebird with a 14.9 s to 13.8 s, with Ledster's Mustang winning its first round 13.8 s to 14.6 s for Dawson's Buick/Chevrolet. Bob Oram was off form in his Jag with a 13.8 s loss to Dave Rose's 12.4 s in the Barracuda 440. Andrews ran another 11.8 s to beat Lorientko in the second round, the 'Bird going well to a 13.20 s whilst Dick Smith improved slightly to 12.31 s to beat Fryer's 14.2. Krejcki had little trouble with Ledster's times, but threw it away with a red light 12.1 s to 14.7 s, whilst Rose beat Al Conner's Zephyr Chrysler with a 12.87 s to 14.22 s to close out the round. Andrews then met friend and rival Smith in a thrilling semi-final that ended with the aluminium blocked Corvette just ahead with a 12.20 s to 12.30 s whilst Rose's 12.48 s took care of Ledster's 13.75 s. On times alone, Andrews started as favourite, but the Roses have been long overdue for a win, having made countless semis and finals over the last three years, and when Andrews got a bit sideways and missed a shift, that was all Rose needed to keep ahead and take the car to a 12.45 s win.

Corkill wins again

Ian Corkill (1.3 Mini-Cooper) made it three-in-a-row when he won Manx Auto Sport's autocross meeting at Kionslieu Farm, Foxdale, Isle of Man, on Sunday, July 22. He had also set BTD at the previous two rounds and now looks all set to take the championship for the first time. His winning time of 2 m 30.0 s. was 7.8 s faster than second place man John Dodsworth, with Mike Castle third, a further 1 s in arrears. Both the latter were driving 1.3 Mini-Cooper Ss. However, for Castle the meeting ended disastrously, for he rolled his very tired Cooper S on the last lap of the run-off of the fastest six, suffering cut hands.

RESULTS	
BTD	1. Corkill 1.3 Mini-Cooper S 2 m 33.7 s
2	J. F. Dodsworth 1.3 Mini-Cooper S 2 m 41.5 s
3	M. Castle 1.3 Mini-Cooper S 2 m 42.8 s
4	J. Dodsworth 1.3 Mini-Cooper S 2 m 43.1 s
5	J. M. Dodsworth 1.3 Mini-Cooper S 2 m 43.1 s
6	J. M. Dodsworth 1.3 Mini-Cooper S 2 m 43.1 s
7	J. M. Dodsworth 1.3 Mini-Cooper S 2 m 43.1 s
8	J. M. Dodsworth 1.3 Mini-Cooper S 2 m 43.1 s
9	J. M. Dodsworth 1.3 Mini-Cooper S 2 m 43.1 s
10	J. M. Dodsworth 1.3 Mini-Cooper S 2 m 43.1 s



Glynn Swift leads John Homewood briefly in the up to 1 litre saloon race

LYDDEN

Three novelty races

Club drivers were well catered for in the TEAC organised meeting at Lydden on Sunday, with three saloon races, an FF race and three "special" races—a Mini 7 Eliminator event, a saloon car distance handicap and a last-out race. The sun shone on a high percentage of novice drivers and disappointingly small grids for a TEAC event despite there being £180 prize money from club funds.

Eight 1-litre saloons opened the meeting and Lyddenmaster John Homewood in pole position was beaten off the startline by Glynn Swift in his Mini "Heap of the Week" and Gerry Glass (Collier-Searle Mini). Homewood made quick work of Glass at the Elbow on the first lap and swept on after Swift. The moment came on lap 6 when Homewood swooped alongside Swift at the Elbow and continued two abreast up around the Hairpin, Homewood scraping by on the dirt at Paddock Bend to win. Glass continued to a safe third and Steve Pattinson (Mini) robbed Roy Marsh (Mini) of fourth by a fifth of a second.

First win of the day for Ian Bax in his Whitegate's Service Station Peter Vicker's-engined Mini (with eight-port head) came in the over 1-litre saloon race. Leading from pole Bax headed a scrap for second place between Peter Shepherd (Mini) and John Riley (Mini), won by Shepherd. Derek Foy tried a different route round the back of the start line marshals post and Ian Edwards wayward Mini finally went to earth in the bank at the Elbow, which left a race with only five finishers.

Mini 7s were let loose for the third event with David Sambell leading Alan Corbishley from the 12 strong grid. Corbishley grabbed the lead at Elbow on the third lap and Sambell crunched his oil radiator in his efforts to drive round Corbishley, leaving a non-place swapping race except for Alan Seekings searching for seventh place after a push start and a 10 s penalty.

FF racers took the fourth stint and Tony Howard's Jamun 4, Karl Gold's Hawke DL10, Don Smith's Merlyn 20A and Doug Wood (Ginetta GL8B) crowded the lead of the first lap. Gold took over the lead from Tony Howard first time round, while Don Smith made second place on the second lap and closed on Gold. The Hawke went wide

leaving Karl marks in the E bow dirt and Don Smith grabbed this golden opportunity to take the lead. Doug Wood was left with third while Paul Sleeman (Crosslé) ousted Tony Howard for fourth place.

The speciality races followed. First was the Mini 7 eliminator; nine cars in groups of three were given three laps each, the fastest two going to the next round of two groups, the fastest two in each semi final making the final heat. On race form Alan Corbishley should have won, which he proceeded to do. Eliminators are often exciting in autocross, sometimes in rallycross, but nine Minis at Lydden—never!

Distance handicap at Lydden meant 12 saloons at different points around the circuit started by a flare ejected from the start-line—14 cars squeezing between the bank and the start-line post would be quite something. However it didn't quite work, Martin Moorhead (Mini) had a head start on the rest and kept it for five laps to win comfortably by 2 s.

Finally the Last-Out race wherein the last two cars are back-flagged out of the race on each lap to leave a winner on lap six. Glynn Swift led away the eight car field with Dave Thomas (1.3 Mini) Peter Shepherd (1.3 Mini) and Ian Bax closing up behind. Ian Bax decided he was not going to be caught at the back and took the lead on lap three while the opposition was sliced away from behind to give him his second win of the day.

JOHN BICKNELL

Special saloons up to 1000 cc (10 laps)		John Homewood	5 m 58.8 s	27.11 m/h
Class 750 cc (10 laps)		Glynn Swift	8 m 38.8 s	31.4 m/h
Class 750 cc (10 laps)		Steve Pattinson	8 m 39.0 s	31.4 m/h
Special saloons over 1000 cc (10 laps)		Ian Bax	9 m 10.4 s	28.1 m/h
Class 1.3 (10 laps)		Peter Shepherd	9 m 10.4 s	28.1 m/h
Class 1.3 (10 laps)		John Riley	9 m 10.4 s	28.1 m/h
Class 1.3 (10 laps)		John Riley	9 m 10.4 s	28.1 m/h
Class 1.3 (10 laps)		John Riley	9 m 10.4 s	28.1 m/h
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Class 1.3 (10 laps)		John Riley	9 m 10.4 s	28.1 m/h

Bevan's Sarum, but w. h problems

With John Bevan taking BT&D with Naveb and then suffering a breakdown on the RAC run off, Roger Brunt demoted to third with his lightweight Mini, Frank Morris breaking a differential, Rob Lyall seeing a hole appear in the block, plus a couple of rolls, there was plenty of incident down in Shaftesbury last Sunday when Salisbury & Shaftesbury CC ran their Sarum Autocross, round 15 in this year's Castrol/BT&DA Autocross Championship.

On a fast 900 yards course which was dry and did not raise too much dust, Bevan reduced three laps to a neat 1 m 37.6 s with Naveb while the incredibly quick 1500 Mini of Tom Airey pipped everyone else for second spot on 1 m 41.8 s. Nick Seymour's new Special pleased its owner with 1 m 42.8 s for third BT&D while John Button's big VW made a welcome reappearance with a rapid 1 m 42.9 s.

After Martin Barnard (Datsun 240Z) had walked away from slight opposition in the standard saloon class, Richard MacDonald continued his recent run of top form by taking the up to 870 Mini class for the second week in succession, once again demoting Nick Garner to runner up. It was an exciting tussle and only 0.1 s separated them, MacDonald's winning time being 1 m 46.6 s. MacDonald now has six wins and Garner has seven so these two are coming to the boil just at the right time and their final clash should be something.

First of the up to 1300 front-engined rwd brigade to reach the target of seven wins is Graham Hathaway who is in his first season in the championship. Once again his Anglia had the legs to keep Tony Merridale's Escort pinned in second spot, the margin being a second while John Bevan's Daf was at a disadvantage powerwise but came third, only 2 s off the pace. As usual, the Triumph GT6 of Paul Northall and Roger Dowson was just too good for anything else in the sports car class, but Northall's 1 m 45.1 s was a real

flyer being over 3 s quicker than Dowson. Ron Button's TVR had no real chance of catching them but stayed within a second off Dowson. Northall, with 90 points, is now second overall in the aggregate points and Dowson is third equal with 82 points.

Returning to the championship after a month's absence, John Button's big engined VW recorded its sixth class win in most impressive style. Lacking any real opposition he nevertheless gave it the gun to return fourth BT&D leaving J Greenley's Imp trailing by almost 5 s. With Roger Brunt dropping his exhaust as he left the start on his first run and then going off on the second, the up to 1000 cc Mini class went to Nick Brice, his first class win in the championship. The model of consistency, Brice got down to 1 m 45.0 s to beat John Yates by 3 s while Brunt limped home third. Frank Morris, the main challenger to Brunt, broke his diff on the first run so he will have to go some at the remaining rounds if he is going to challenge Brunt, pointwise, at the final.

In contrast to Morris, George Warren has virtually made the over 1300 front-engined rwd class his own property. His fifth successive win came in 1 m 44.4 s with the Escort which left Mike Wyatt's 1650 Anglia trailing by some 4 s. Such have been the fortunes or otherwise of others in this class that Wyatt, with 30 points, is second now to Warren whose aggregate of 76 points leaves him to get only one more class win for his maximum. Tom Airey's ultra rapid 1500 cc Mini demolished the big Minis class with Terry Smith's 1340 cc machine moving into the class leadership although he was 3.5 s down on Airey. Dave Fuell put in a 1 m 47 s run for third place before gently rolling onto his roof second time round when a wheel came adrift and Barry Robson had a nonsense with his car in end over end style.

Behind Bevan, competition was close among the specials and Seymour's 1 m 42.8 s was only half a second up on Rob Lyall who

went out to try and snatch second place late in the day but limped out of the meeting with a hole in the block of Grothox which may mean the end of his challenge for the season. Chris Elmes, in Maggott 2 was a close third, only half a second down on Lyall.

BT&D J. Brice, Naveb 1 m 37.6 s
Class winners M. Barnard, Datsun 240Z 1 m 39.5 s
R. Lyall, AJS Min 1 m 40.6 s G. Hathaway
A. Brice, Mini 1 m 41.8 s P. Northall, Triumph GT6 1 m 42.8 s
J. Button, VW 1 m 42.9 s R. Brice, Mini 1 m 43.1 s
M. Merridale, Escort 1 m 44.4 s T. Airey
M. Warren, Exp 1 m 46.6 s

Sparrow's Calderford—just

Will Sparrow/Nigel Raeburn, driving the Martin Group 2.3 Firenza won the Wakefield and District Motor Sports Club's Calderford Trophy Rally by the narrowest of margins from David Thompson/Martin Welch (Escort BDE) on July 28-29. Sponsored by the enthusiastic Calderford Motor Co Ltd of Wakefield the event covered 200 miles on maps 92, 97, 98 and included five selectives and three special stages at Wombleson, Terrington and Full Sutton.

Other top seeded entries included the rapid Firenzas of Ron Shipp/Dave Whiteley and Pip Dale/Ian Maxey (Leedhams of York Ltd) as well as the Lakeland Motor Co Ltd RS1600 of Peter Edwards/Dave Orrick.

Several crews were having problems soon after the Selby Fork Motel start, notably David Scarfe/Rod Magson who slotted into a non-going white on the way to TC2, losing a minute. The route was, of necessity, somewhat "stop-go" but almost everyone enjoyed the first selective west of Stillington except perhaps the Thomas Motors of Blackpool. Escort RS1600 of Dave McGarry/Stephen Bye who lost an unnecessary 10 s reversing to the clock after an overshoot. A short petrol halt at Helmsley preceded the longest selective of the night, a 17-minuter over Cockayne Moor where both Scarfe/Magson and Clive Holker/Howard Parker (Escort TC) improved their positions with fast runs. McGarry departed from the fray after a broken throttle pedal caused a spin and most crews were glad of a break at the Kirkbymoorside petrol halt. Two special stages followed, Wombleson Airfield being somewhat poorly arrowed whilst the roughish Terrington stage removed the exhaust of Lynn Bolton/Don Davidson's immaculate Mini Sport of Padham Min, 1450. A rather long daylight run led to the finish at Stamford Bridge where the organisers announced only the provisional first 10 places.

Results: 1 W Sparrow/N Raeburn (2.3 Firenza) 2 D Thompson/M Welch (Escort BDE) 3 R Shipp/D Whiteley (2.3 Firenza) 4 P Dale/I Maxey (Leedhams of York Ltd) 5 P Edwards/D Orrick (RS1600) 6 C Scarfe/R Magson (Escort TC) 7 D McGarry/S Bye (Escort RS1600) 8 J Holker/H Parker (Escort TC) 9 J Holker/H Parker (Escort TC) 10 J Holker/H Parker (Escort TC)

Preston in the end on Cirencester stages

Inheriting the lead on the last stage when the crew in front were forced out with a broken differential, Vic Preston jr and Tony Mason took an Escort RS to outright victory on the Cirencester stages rally, sponsored by Esso Uniflo, last Sunday.

Preston/Mason were only a few seconds behind Bob Chapman/Andrew Butt (Escort TC) as they started the last of the eight stages (three were cancelled), but when the leaders were sidelined they went on to win by a comfortable margin. They totalled 831 penalties whereas the next four positions were very close only 34 penalties apart. Harvey Ross/Neil Inigo Jones brought their TC home with 963 penalties while the surprise of many was the performance of D Evans and his brother T Evans in an Escort 1700 who were third on 880 penalties one fewer than Roger Whittall/Williams/Roger Hemmings (Escort RS). Ford domination of the top places was completed by Geoff Glover/Ron Barlow (RS) on 997 penalties and Richard Wooldridge/Duncan Spence (Mexico), sixth on 1019 penalties.

Snetterton results...

Formula Ford Low Cost Rating Ltd National Formula 4 Championship round 8 (laps) Overall 1. Colin T. 2. Syd Fox 3. Camie 4. David 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Formula Ford Class 1. Syd Fox 2. Camie 3. David 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Formula 4 Class 1. David 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Saloon cars over 1300 cc 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Saloon cars over 1000 cc 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Saloon cars over 800 cc 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Saloon cars over 600 cc 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Saloon cars over 400 cc 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Saloon cars over 200 cc 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Saloon cars over 100 cc 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Saloon cars over 50 cc 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Saloon cars over 25 cc 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Saloon cars over 10 cc 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Saloon cars over 5 cc 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Saloon cars over 2 cc 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Saloon cars over 1 cc 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Saloon cars over 0.5 cc 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Saloon cars over 0.2 cc 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Saloon cars over 0.1 cc 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Saloon cars over 0.05 cc 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Saloon cars over 0.02 cc 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Saloon cars over 0.01 cc 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100



Eric Smith takes his Cooper 'S' on three wheels to second place in the saloon race

Continued from page 43

The Blue Circle modsports round at Llandow meant an uncharacteristically small entry for the Protheroe Northern Sports Cars (Scorton) event. Despite a fine start from Tony Williams a team Ziebart Sprite this one looked a certainty for Johnny Blades and the Clan Crusader. The little yellow car waltzed away into the distance until Blades came to a halt on lap 10 with a suspected broken halfshaft. Thus victory went to Williams after a good fast race with the Sprite beating Max Payne's Elan and Williams' class rival James Buckton (Sprite). Jim Adamson's Steve Leech Plant Hire Ginetta G4 had a quick spin and later retired so it was Ron Harper's Spitfire which won the small class, finishing fifth overall behind Eike Wellhausen's Jaguar 'E' which had survived a spectacular spin at the Chicane.

The FFs were out again next and although John Woodcock's Nike Mk 6 made an excellent getaway, Warburton and Wrigley were soon locked in combat again, this time taking the lead turn and turn about. Wrigley had the lead on lap 8 when Warburton's engine began to hesitate, and the following lap Wrigley was in the clear as Warburton ran out of petrol—a legacy of the confusion which followed the earlier FP race. Behind Wrigley there was a terrific scrap for second place which had three cars covered by 0.4 s at the finish, with Simpson's Nike just defeating Mick Starkey's Merlyn Mk 20A and Steedman's Hawke after a race-long struggle. MacGilvray and Wilson again rounded off the top six but this time with MacGilvray in front

With their race counting for both the Wendy Woods and Nottingham Cup Championships the Special Saloons had the best entry of the day. The race featured a splendid dice between Doug Niven's colourful Celtic Homes Boss Escort and Bill Dryden's SMT Firenze, a dice which Niven won. The only snag was that Dryden was a lap behind after appearing to have difficulty finding gears away from the start and then hanging back till Niven came round again. Eric Smith's record-breaking 16 valve Gordon Allen twin cam-engined Mini was a convincing second although the driver is convinced that the car isn't handling properly yet. Alex Clacher reduced his class record yet again as he began to come under some pressure from Derek Huntley's Escort FVC which had made a slow start. Until the last lap that is for the engine of the Escort cut out leaving a more distant George Lynn fourth with the Cortina-Rover V8 ahead of Paul Rhodes's Escort TC and Roger Matthews's more conventional Birdsedge Cooper 'S'. Niven was rather lucky to finish as he was suffering from electrical bothers in the closing laps and the Boss Escort expired at the start of its intended lap of honour.

Harry Gilbert's ex-Gerard Brabham BT35 Atlantic supplied a lot of the interest in the combined Clubman's and Libre finale. He arrived on the grid very late—and very spectacularly—and after being pushed off initially he finally started a lap late, but although he made up considerable ground he was still too far back to feature on the leader board. Meanwhile John MacGilvray, who was certainly getting his money's worth after coming down all the way from Oban in Argyllshire, was

sports car class left D. J. Bown in second place over 2 s down and in the middle class for Minis victory went to David Stone in 2 m 11.2 s. Dave McDona was second and Peter Banham third. Tightest class battle came among the big saloons where for once the Escorts were beaten. The man who did it was G. Lobb (Anglia), who put it across the competent Tony Ford by 0.3 s with a time of 2 m 9.5 s while J. Rule came third, 3 s away.

The class for big Minis was won easily by Brian Hathaway who returned a best time of 2 m 13.3 s to beat R. Talbot by more than 3 s with D. Keeler third. There was also a close finish among the specials where Voodoo, driven by R. Turner, pipped Bradbuilt, Norman Bradshaw at the wheel. Turner's time was 2 m 9.7 s, 0.3 s quicker than Bradshaw who in turn beat Laurie Manifold in his new VW-engined device by 1.5 s.

Class winners: G. Clacher (Mini) 2 m 15.9 s; J. Payne (Elan) 2 m 16.9 s; G. Allen (Elan) 2 m 18.4 s; D. Stone (Mini) 2 m 11.2 s; C. Lobb (Anglia) 2 m 9.5 s; B. Hathaway (Mini) 2 m 13.3 s; R. Turner (V8) 2 m 9.7 s.
BYD: R. Mullenger (Escort) 2 m 8 s.

leading a tight scrap which comprised most of the small field. However, the Crosslé had a moment somewhere on lap 9 and dropped to fifth while veteran Dave Rees fought his way to the front to take a well-deserved victory in the wide-nosed U2 Mk 11, 5.4 s ahead of Spencer Elton in his ex-Gambis F3 Ensign. Despite his old and trusty Lloyds engine being on its last legs, Phil Barak had an excellent race with the Peters Stores Special to beat Jack Hugh's new Gryphon C73 for third place. The Special was wearing its new lightweight body and is now much-modified from the original Alexis specification.

CHRIS MASON

Sta-Power Monoposto Championship round (12 laps)
Overall and 1000 cc: 1. Tim de Silva (1.6 B. Asham) 1 m 14.4 s; 2. B. Asham (1.6 B. Asham) 1 m 14.4 s; 3. B. Asham (1.6 B. Asham) 1 m 14.4 s; 4. B. Asham (1.6 B. Asham) 1 m 14.4 s; 5. B. Asham (1.6 B. Asham) 1 m 14.4 s; 6. B. Asham (1.6 B. Asham) 1 m 14.4 s; 7. B. Asham (1.6 B. Asham) 1 m 14.4 s; 8. B. Asham (1.6 B. Asham) 1 m 14.4 s; 9. B. Asham (1.6 B. Asham) 1 m 14.4 s; 10. B. Asham (1.6 B. Asham) 1 m 14.4 s; 11. B. Asham (1.6 B. Asham) 1 m 14.4 s; 12. B. Asham (1.6 B. Asham) 1 m 14.4 s.

Up to 1000 cc: 1. John Grayson (1.6 B. Asham) 1 m 14.4 s; 2. John Grayson (1.6 B. Asham) 1 m 14.4 s; 3. John Grayson (1.6 B. Asham) 1 m 14.4 s; 4. John Grayson (1.6 B. Asham) 1 m 14.4 s; 5. John Grayson (1.6 B. Asham) 1 m 14.4 s; 6. John Grayson (1.6 B. Asham) 1 m 14.4 s; 7. John Grayson (1.6 B. Asham) 1 m 14.4 s; 8. John Grayson (1.6 B. Asham) 1 m 14.4 s; 9. John Grayson (1.6 B. Asham) 1 m 14.4 s; 10. John Grayson (1.6 B. Asham) 1 m 14.4 s; 11. John Grayson (1.6 B. Asham) 1 m 14.4 s; 12. John Grayson (1.6 B. Asham) 1 m 14.4 s.

Over 1000 cc: 1. John Grayson (1.6 B. Asham) 1 m 14.4 s; 2. John Grayson (1.6 B. Asham) 1 m 14.4 s; 3. John Grayson (1.6 B. Asham) 1 m 14.4 s; 4. John Grayson (1.6 B. Asham) 1 m 14.4 s; 5. John Grayson (1.6 B. Asham) 1 m 14.4 s; 6. John Grayson (1.6 B. Asham) 1 m 14.4 s; 7. John Grayson (1.6 B. Asham) 1 m 14.4 s; 8. John Grayson (1.6 B. Asham) 1 m 14.4 s; 9. John Grayson (1.6 B. Asham) 1 m 14.4 s; 10. John Grayson (1.6 B. Asham) 1 m 14.4 s; 11. John Grayson (1.6 B. Asham) 1 m 14.4 s; 12. John Grayson (1.6 B. Asham) 1 m 14.4 s.

Over 2000 cc: 1. John Grayson (1.6 B. Asham) 1 m 14.4 s; 2. John Grayson (1.6 B. Asham) 1 m 14.4 s; 3. John Grayson (1.6 B. Asham) 1 m 14.4 s; 4. John Grayson (1.6 B. Asham) 1 m 14.4 s; 5. John Grayson (1.6 B. Asham) 1 m 14.4 s; 6. John Grayson (1.6 B. Asham) 1 m 14.4 s; 7. John Grayson (1.6 B. Asham) 1 m 14.4 s; 8. John Grayson (1.6 B. Asham) 1 m 14.4 s; 9. John Grayson (1.6 B. Asham) 1 m 14.4 s; 10. John Grayson (1.6 B. Asham) 1 m 14.4 s; 11. John Grayson (1.6 B. Asham) 1 m 14.4 s; 12. John Grayson (1.6 B. Asham) 1 m 14.4 s.

1000 cc: 1. John Grayson (1.6 B. Asham) 1 m 14.4 s; 2. John Grayson (1.6 B. Asham) 1 m 14.4 s; 3. John Grayson (1.6 B. Asham) 1 m 14.4 s; 4. John Grayson (1.6 B. Asham) 1 m 14.4 s; 5. John Grayson (1.6 B. Asham) 1 m 14.4 s; 6. John Grayson (1.6 B. Asham) 1 m 14.4 s; 7. John Grayson (1.6 B. Asham) 1 m 14.4 s; 8. John Grayson (1.6 B. Asham) 1 m 14.4 s; 9. John Grayson (1.6 B. Asham) 1 m 14.4 s; 10. John Grayson (1.6 B. Asham) 1 m 14.4 s; 11. John Grayson (1.6 B. Asham) 1 m 14.4 s; 12. John Grayson (1.6 B. Asham) 1 m 14.4 s.

Up to 1000 cc: 1. John Grayson (1.6 B. Asham) 1 m 14.4 s; 2. John Grayson (1.6 B. Asham) 1 m 14.4 s; 3. John Grayson (1.6 B. Asham) 1 m 14.4 s; 4. John Grayson (1.6 B. Asham) 1 m 14.4 s; 5. John Grayson (1.6 B. Asham) 1 m 14.4 s; 6. John Grayson (1.6 B. Asham) 1 m 14.4 s; 7. John Grayson (1.6 B. Asham) 1 m 14.4 s; 8. John Grayson (1.6 B. Asham) 1 m 14.4 s; 9. John Grayson (1.6 B. Asham) 1 m 14.4 s; 10. John Grayson (1.6 B. Asham) 1 m 14.4 s; 11. John Grayson (1.6 B. Asham) 1 m 14.4 s; 12. John Grayson (1.6 B. Asham) 1 m 14.4 s.

Up to 1000 cc: 1. John Grayson (1.6 B. Asham) 1 m 14.4 s; 2. John Grayson (1.6 B. Asham) 1 m 14.4 s; 3. John Grayson (1.6 B. Asham) 1 m 14.4 s; 4. John Grayson (1.6 B. Asham) 1 m 14.4 s; 5. John Grayson (1.6 B. Asham) 1 m 14.4 s; 6. John Grayson (1.6 B. Asham) 1 m 14.4 s; 7. John Grayson (1.6 B. Asham) 1 m 14.4 s; 8. John Grayson (1.6 B. Asham) 1 m 14.4 s; 9. John Grayson (1.6 B. Asham) 1 m 14.4 s; 10. John Grayson (1.6 B. Asham) 1 m 14.4 s; 11. John Grayson (1.6 B. Asham) 1 m 14.4 s; 12. John Grayson (1.6 B. Asham) 1 m 14.4 s.

Wendy Woods Championship and Nottingham Cup Special Saloon round (12 laps)
Overall and 1000 cc: 1. John Grayson (1.6 B. Asham) 1 m 14.4 s; 2. John Grayson (1.6 B. Asham) 1 m 14.4 s; 3. John Grayson (1.6 B. Asham) 1 m 14.4 s; 4. John Grayson (1.6 B. Asham) 1 m 14.4 s; 5. John Grayson (1.6 B. Asham) 1 m 14.4 s; 6. John Grayson (1.6 B. Asham) 1 m 14.4 s; 7. John Grayson (1.6 B. Asham) 1 m 14.4 s; 8. John Grayson (1.6 B. Asham) 1 m 14.4 s; 9. John Grayson (1.6 B. Asham) 1 m 14.4 s; 10. John Grayson (1.6 B. Asham) 1 m 14.4 s; 11. John Grayson (1.6 B. Asham) 1 m 14.4 s; 12. John Grayson (1.6 B. Asham) 1 m 14.4 s.

Over 1000 cc: 1. John Grayson (1.6 B. Asham) 1 m 14.4 s; 2. John Grayson (1.6 B. Asham) 1 m 14.4 s; 3. John Grayson (1.6 B. Asham) 1 m 14.4 s; 4. John Grayson (1.6 B. Asham) 1 m 14.4 s; 5. John Grayson (1.6 B. Asham) 1 m 14.4 s; 6. John Grayson (1.6 B. Asham) 1 m 14.4 s; 7. John Grayson (1.6 B. Asham) 1 m 14.4 s; 8. John Grayson (1.6 B. Asham) 1 m 14.4 s; 9. John Grayson (1.6 B. Asham) 1 m 14.4 s; 10. John Grayson (1.6 B. Asham) 1 m 14.4 s; 11. John Grayson (1.6 B. Asham) 1 m 14.4 s; 12. John Grayson (1.6 B. Asham) 1 m 14.4 s.

Up to 1000 cc: 1. John Grayson (1.6 B. Asham) 1 m 14.4 s; 2. John Grayson (1.6 B. Asham) 1 m 14.4 s; 3. John Grayson (1.6 B. Asham) 1 m 14.4 s; 4. John Grayson (1.6 B. Asham) 1 m 14.4 s; 5. John Grayson (1.6 B. Asham) 1 m 14.4 s; 6. John Grayson (1.6 B. Asham) 1 m 14.4 s; 7. John Grayson (1.6 B. Asham) 1 m 14.4 s; 8. John Grayson (1.6 B. Asham) 1 m 14.4 s; 9. John Grayson (1.6 B. Asham) 1 m 14.4 s; 10. John Grayson (1.6 B. Asham) 1 m 14.4 s; 11. John Grayson (1.6 B. Asham) 1 m 14.4 s; 12. John Grayson (1.6 B. Asham) 1 m 14.4 s.

Wendy Woods Trophy Clubman's and Graham Cusker Trophy Formula Libre round (12 laps)
Overall and 1000 cc: 1. John Grayson (1.6 B. Asham) 1 m 14.4 s; 2. John Grayson (1.6 B. Asham) 1 m 14.4 s; 3. John Grayson (1.6 B. Asham) 1 m 14.4 s; 4. John Grayson (1.6 B. Asham) 1 m 14.4 s; 5. John Grayson (1.6 B. Asham) 1 m 14.4 s; 6. John Grayson (1.6 B. Asham) 1 m 14.4 s; 7. John Grayson (1.6 B. Asham) 1 m 14.4 s; 8. John Grayson (1.6 B. Asham) 1 m 14.4 s; 9. John Grayson (1.6 B. Asham) 1 m 14.4 s; 10. John Grayson (1.6 B. Asham) 1 m 14.4 s; 11. John Grayson (1.6 B. Asham) 1 m 14.4 s; 12. John Grayson (1.6 B. Asham) 1 m 14.4 s.

Over 1000 cc: 1. John Grayson (1.6 B. Asham) 1 m 14.4 s; 2. John Grayson (1.6 B. Asham) 1 m 14.4 s; 3. John Grayson (1.6 B. Asham) 1 m 14.4 s; 4. John Grayson (1.6 B. Asham) 1 m 14.4 s; 5. John Grayson (1.6 B. Asham) 1 m 14.4 s; 6. John Grayson (1.6 B. Asham) 1 m 14.4 s; 7. John Grayson (1.6 B. Asham) 1 m 14.4 s; 8. John Grayson (1.6 B. Asham) 1 m 14.4 s; 9. John Grayson (1.6 B. Asham) 1 m 14.4 s; 10. John Grayson (1.6 B. Asham) 1 m 14.4 s; 11. John Grayson (1.6 B. Asham) 1 m 14.4 s; 12. John Grayson (1.6 B. Asham) 1 m 14.4 s.

Up to 1000 cc: 1. John Grayson (1.6 B. Asham) 1 m 14.4 s; 2. John Grayson (1.6 B. Asham) 1 m 14.4 s; 3. John Grayson (1.6 B. Asham) 1 m 14.4 s; 4. John Grayson (1.6 B. Asham) 1 m 14.4 s; 5. John Grayson (1.6 B. Asham) 1 m 14.4 s; 6. John Grayson (1.6 B. Asham) 1 m 14.4 s; 7. John Grayson (1.6 B. Asham) 1 m 14.4 s; 8. John Grayson (1.6 B. Asham) 1 m 14.4 s; 9. John Grayson (1.6 B. Asham) 1 m 14.4 s; 10. John Grayson (1.6 B. Asham) 1 m 14.4 s; 11. John Grayson (1.6 B. Asham) 1 m 14.4 s; 12. John Grayson (1.6 B. Asham) 1 m 14.4 s.

Formula Libre over 1000 cc: 1. John Grayson (1.6 B. Asham) 1 m 14.4 s; 2. John Grayson (1.6 B. Asham) 1 m 14.4 s; 3. John Grayson (1.6 B. Asham) 1 m 14.4 s; 4. John Grayson (1.6 B. Asham) 1 m 14.4 s; 5. John Grayson (1.6 B. Asham) 1 m 14.4 s; 6. John Grayson (1.6 B. Asham) 1 m 14.4 s; 7. John Grayson (1.6 B. Asham) 1 m 14.4 s; 8. John Grayson (1.6 B. Asham) 1 m 14.4 s; 9. John Grayson (1.6 B. Asham) 1 m 14.4 s; 10. John Grayson (1.6 B. Asham) 1 m 14.4 s; 11. John Grayson (1.6 B. Asham) 1 m 14.4 s; 12. John Grayson (1.6 B. Asham) 1 m 14.4 s.

Hereford driver John Watkins had a field day at the Duckhams sponsored autocross organised by Sixty & Worcs MC at Stoultton, near Worcester, last Sunday, taking BTD with ease, collecting another award for BTD in practice and helping to win the team award in his In Gear sponsored JW Special. Watkins got down to 1 m 26.3 s on a dusty course to finish over 5 s up on an entry of 70 competitors.

A surprise was the second BTD of the 848 Mini of Steve Williams, who won the up to 870 Mini class by a second which was one tenth ahead of Bruce Male's 999 Mini while Dave Marston came third with the Porsche 911S in 1 m 32.9 s, beating Brian Evans in the same car who got down to the same time but on his second run. Escorts in the hands of Philip Griffiths and Clive Trueman won both the FERWD classes and the over 1000 cc Mini class went to Basil Thomas.

BYD: J. Watkins (JW Special) 1 m 26.3 s; P. Griffiths (Esc) 1 m 32.9 s; D. Marston (Porsche) 1 m 32.9 s; B. Evans (Porsche) 1 m 32.9 s; C. Trueman (Esc) 1 m 32.9 s; B. Thomas (Mini) 1 m 33.4 s; W. Rowlands (Worcs Special) 1 m 35.8 s.

No championships or lolly at stake, just nine well-supported club races provided a most entertaining afternoon's sport at Mallory Park for driver and spectator alike. The BRSCC were in charge, which spelled efficiency, and since the Dep Ed said keep it short this week, we'll go straight on to the first event, which was one of two Formula Ford heats. Peter White's Palliser led for a lap before former saloon exponent Mike Chittenden took over in Bill Eley's new Merlyn. At the finish the first four cars were covered by a second with Chittenden holding off Keith Wilson's Jamun, while White had Steve Bradley's Merlyn Mk 11B up his chuff. These four, and fifth man Nigel Haywood (Merlyn) all set fastest lap, which gives some idea of how close the racing was.

The second one was distinctly less thrilling once Stuart Lawson had rolled his Hawke coming out of Gerards on the first lap. He escaped with a cut hand and a badly scarred crash helmet. For three laps Tony Pollock's smart Dulon MP15 led until local solicitor Richard de la Rue took the lead in a smart move at the Esses, his Royale then drawing out a healthy advantage by the end. Keith Garratt's new Alexis Mk 23 at last came out for a race, after earning pole position, but he could do no better than third and decided against appearing for the final.

The first special saloon race promised a good duel between Jeff Ward's Imp and Graham Goode's Anglia (both local drivers) but the Ford, after crossing the line abreast of the Imp at the end of an exciting third lap, then became a little entwined with back markers and dropped nearly 6 s. Bill Barrett's Cooper S was third, while Bob Shepherd's 850 Mini lapped the rest of its class in taking fifth overall, pipped on the last lap for fourth by Graham Ashmore's Cooper S.

A non-championship prod sports race produced many of the familiar STP faces except Nick Faure so that Chris Meek won comfortably with the MTC Cars De Tomaso. "Chris had trouble with his fans in practice," said the commentator: we believe he was speaking technically! The Europas of Julien Stock and Malcolm Wayne reversed practice form with the Sports Motors car taking second and its class ahead of Wayne's smokey example after a close dice. An interesting struggle lasted the whole race between Chris "GT6" Williams's V12 E-type and Roger Smith's Eian Sprint, which the very much road going Jaguar won for fifth overall behind John de Stefano's Porsche Carrera. In the Midget dept, Geoff

MALLORY PARK

Nine good clubbies

Drummond (née Myerscar) ran wide and Lochran was ahead again, for good this time.

The mod sports grid was a capacity one and included many cars not often seen in the Midlands showing how much healthier this class of racing is than prod sports. John Miles, who drove F3 cars for Willment in the mid sixties, made no mistake about winning in Mike Lawlor's Turner while former clubmen's driver Bob Meschem brought along his bored-out 4.5 Forward Engineering E-type to take second. An early challenge from Roger Worrall, giving his latest E-type its first airing, disappeared when the latter spun at Gerards and collected John Miller's Daimler SP250, both continuing with damaged bodywork after several gyrations on the grass. The main highlight of the race was the struggle for the 1150 class between Peter May's Arkley SS, Andy Bailey's Mk 1 Sprite and Mike Donovan's Midget. All three of them led the class at some time or other, but sorted themselves out into that order on the last lap, being covered by a second in the sprint for the line.

There are enough production saloons around the place now to allow for non-championship races on the same day as championship rounds, which is good news for all those who are fed up with being blown off by the works cars. Sixteen cars started this one but no one had any answer to Stuart Graham's Camaro which rushed to its second win and class record in as many races. Barrie Boul's Capri dealt with the other Camaro in the race, driven by Terry Hall, to take second. Richard Scantlebury was leading his class comfortably in the Opel Ascona and dicing with Zekia Redjep's Capri in the process, until he spun at the hairpin. This dropped him to eighth from fifth, but he made up all the ground in five laps except for one place, which was occupied by Mike Smith's Escort Mexico, which thus won the class by 0.2 s in a very hairy finish.

Chris Meek's Escort BDG was rendered a non starter when the prop-shaft chewed itself up in practice so the anticipated joust with Vince Woodman's G2 Escort RS1600 never materialised. Woodman won as he pleased,

saw him take the lead at the Esses after the cars had completed half a lap more or less side by side. These two, together with Keith Wilson, Richard Byrne and Steve Bradley broke completely away from the rest on the second lap when second heat winner, Richard de la Rue, tangled with Tony Pollock and crashed heavily at the Esses. De la Rue escaped unhurt from the wreck of the Royale while Pollock continued to take fifth after Bradley had retired. Wilson, who at one time seemed likely to take second from White, instead looked like losing third to Byrne, only for the Hawke driver to spin at the hairpin on the last lap.

IAN TITCHMARSH

Formula Ford Heat 1 (10 laps) 1. Mike Chittenden 1:47.2 (100.4 mph) 2. Peter White 1:48.1 (99.8 mph) 3. Keith Wilson 1:48.5 (100.0 mph) 4. Steve Bradley 1:49.0 (99.5 mph) 5. Nigel Haywood 1:49.5 (99.0 mph) 6. Richard de la Rue 1:50.0 (98.5 mph) 7. Tony Pollock 1:50.5 (98.0 mph) 8. Andy Bailey 1:51.0 (97.5 mph) 9. Mike Donovan 1:51.5 (97.0 mph) 10. Peter May 1:52.0 (96.5 mph)

Formula Ford Heat 2 (10 laps) 1. Richard de la Rue 1:48.5 (100.0 mph) 2. Tony Pollock 1:49.0 (99.5 mph) 3. Steve Bradley 1:49.5 (99.0 mph) 4. Keith Wilson 1:50.0 (98.5 mph) 5. Nigel Haywood 1:50.5 (98.0 mph) 6. Peter White 1:51.0 (97.5 mph) 7. Andy Bailey 1:51.5 (97.0 mph) 8. Mike Donovan 1:52.0 (96.5 mph) 9. Peter May 1:52.5 (96.0 mph) 10. Mike Chittenden 1:53.0 (95.5 mph)

Special Saloons (10 laps) 1. Jeff Ward 1:40.0 (104.0 mph) 2. Graham Goode 1:41.0 (103.0 mph) 3. Bill Barrett 1:42.0 (102.0 mph) 4. Bob Shepherd 1:43.0 (101.0 mph) 5. Graham Ashmore 1:44.0 (100.0 mph) 6. Stuart Lawson 1:45.0 (99.0 mph) 7. Roger Worrall 1:46.0 (98.0 mph) 8. John Miller 1:47.0 (97.0 mph) 9. Mike Lawlor 1:48.0 (96.0 mph) 10. John Miles 1:49.0 (95.0 mph)

Over 1000 cc class 1. Ward 54.5 (103.0 mph) 2. Goode 55.0 (102.0 mph) 3. Barrett 55.5 (101.0 mph) 4. Shepherd 56.0 (100.0 mph) 5. Ashmore 56.5 (99.0 mph) 6. Lawson 57.0 (98.0 mph) 7. Worrall 57.5 (97.0 mph) 8. Miller 58.0 (96.0 mph) 9. Lawlor 58.5 (95.0 mph) 10. Miles 59.0 (94.0 mph)

Over 1500 cc class 1. Ward 54.5 (103.0 mph) 2. Goode 55.0 (102.0 mph) 3. Barrett 55.5 (101.0 mph) 4. Shepherd 56.0 (100.0 mph) 5. Ashmore 56.5 (99.0 mph) 6. Lawson 57.0 (98.0 mph) 7. Worrall 57.5 (97.0 mph) 8. Miller 58.0 (96.0 mph) 9. Lawlor 58.5 (95.0 mph) 10. Miles 59.0 (94.0 mph)

Over 2000 cc class 1. Ward 54.5 (103.0 mph) 2. Goode 55.0 (102.0 mph) 3. Barrett 55.5 (101.0 mph) 4. Shepherd 56.0 (100.0 mph) 5. Ashmore 56.5 (99.0 mph) 6. Lawson 57.0 (98.0 mph) 7. Worrall 57.5 (97.0 mph) 8. Miller 58.0 (96.0 mph) 9. Lawlor 58.5 (95.0 mph) 10. Miles 59.0 (94.0 mph)

Over 2500 cc class 1. Ward 54.5 (103.0 mph) 2. Goode 55.0 (102.0 mph) 3. Barrett 55.5 (101.0 mph) 4. Shepherd 56.0 (100.0 mph) 5. Ashmore 56.5 (99.0 mph) 6. Lawson 57.0 (98.0 mph) 7. Worrall 57.5 (97.0 mph) 8. Miller 58.0 (96.0 mph) 9. Lawlor 58.5 (95.0 mph) 10. Miles 59.0 (94.0 mph)

Over 3000 cc class 1. Ward 54.5 (103.0 mph) 2. Goode 55.0 (102.0 mph) 3. Barrett 55.5 (101.0 mph) 4. Shepherd 56.0 (100.0 mph) 5. Ashmore 56.5 (99.0 mph) 6. Lawson 57.0 (98.0 mph) 7. Worrall 57.5 (97.0 mph) 8. Miller 58.0 (96.0 mph) 9. Lawlor 58.5 (95.0 mph) 10. Miles 59.0 (94.0 mph)

Over 3500 cc class 1. Ward 54.5 (103.0 mph) 2. Goode 55.0 (102.0 mph) 3. Barrett 55.5 (101.0 mph) 4. Shepherd 56.0 (100.0 mph) 5. Ashmore 56.5 (99.0 mph) 6. Lawson 57.0 (98.0 mph) 7. Worrall 57.5 (97.0 mph) 8. Miller 58.0 (96.0 mph) 9. Lawlor 58.5 (95.0 mph) 10. Miles 59.0 (94.0 mph)

Over 4000 cc class 1. Ward 54.5 (103.0 mph) 2. Goode 55.0 (102.0 mph) 3. Barrett 55.5 (101.0 mph) 4. Shepherd 56.0 (100.0 mph) 5. Ashmore 56.5 (99.0 mph) 6. Lawson 57.0 (98.0 mph) 7. Worrall 57.5 (97.0 mph) 8. Miller 58.0 (96.0 mph) 9. Lawlor 58.5 (95.0 mph) 10. Miles 59.0 (94.0 mph)

Over 4500 cc class 1. Ward 54.5 (103.0 mph) 2. Goode 55.0 (102.0 mph) 3. Barrett 55.5 (101.0 mph) 4. Shepherd 56.0 (100.0 mph) 5. Ashmore 56.5 (99.0 mph) 6. Lawson 57.0 (98.0 mph) 7. Worrall 57.5 (97.0 mph) 8. Miller 58.0 (96.0 mph) 9. Lawlor 58.5 (95.0 mph) 10. Miles 59.0 (94.0 mph)

Over 5000 cc class 1. Ward 54.5 (103.0 mph) 2. Goode 55.0 (102.0 mph) 3. Barrett 55.5 (101.0 mph) 4. Shepherd 56.0 (100.0 mph) 5. Ashmore 56.5 (99.0 mph) 6. Lawson 57.0 (98.0 mph) 7. Worrall 57.5 (97.0 mph) 8. Miller 58.0 (96.0 mph) 9. Lawlor 58.5 (95.0 mph) 10. Miles 59.0 (94.0 mph)

Over 5500 cc class 1. Ward 54.5 (103.0 mph) 2. Goode 55.0 (102.0 mph) 3. Barrett 55.5 (101.0 mph) 4. Shepherd 56.0 (100.0 mph) 5. Ashmore 56.5 (99.0 mph) 6. Lawson 57.0 (98.0 mph) 7. Worrall 57.5 (97.0 mph) 8. Miller 58.0 (96.0 mph) 9. Lawlor 58.5 (95.0 mph) 10. Miles 59.0 (94.0 mph)

Over 6000 cc class 1. Ward 54.5 (103.0 mph) 2. Goode 55.0 (102.0 mph) 3. Barrett 55.5 (101.0 mph) 4. Shepherd 56.0 (100.0 mph) 5. Ashmore 56.5 (99.0 mph) 6. Lawson 57.0 (98.0 mph) 7. Worrall 57.5 (97.0 mph) 8. Miller 58.0 (96.0 mph) 9. Lawlor 58.5 (95.0 mph) 10. Miles 59.0 (94.0 mph)

Over 6500 cc class 1. Ward 54.5 (103.0 mph) 2. Goode 55.0 (102.0 mph) 3. Barrett 55.5 (101.0 mph) 4. Shepherd 56.0 (100.0 mph) 5. Ashmore 56.5 (99.0 mph) 6. Lawson 57.0 (98.0 mph) 7. Worrall 57.5 (97.0 mph) 8. Miller 58.0 (96.0 mph) 9. Lawlor 58.5 (95.0 mph) 10. Miles 59.0 (94.0 mph)

Over 7000 cc class 1. Ward 54.5 (103.0 mph) 2. Goode 55.0 (102.0 mph) 3. Barrett 55.5 (101.0 mph) 4. Shepherd 56.0 (100.0 mph) 5. Ashmore 56.5 (99.0 mph) 6. Lawson 57.0 (98.0 mph) 7. Worrall 57.5 (97.0 mph) 8. Miller 58.0 (96.0 mph) 9. Lawlor 58.5 (95.0 mph) 10. Miles 59.0 (94.0 mph)

Over 7500 cc class 1. Ward 54.5 (103.0 mph) 2. Goode 55.0 (102.0 mph) 3. Barrett 55.5 (101.0 mph) 4. Shepherd 56.0 (100.0 mph) 5. Ashmore 56.5 (99.0 mph) 6. Lawson 57.0 (98.0 mph) 7. Worrall 57.5 (97.0 mph) 8. Miller 58.0 (96.0 mph) 9. Lawlor 58.5 (95.0 mph) 10. Miles 59.0 (94.0 mph)

Over 8000 cc class 1. Ward 54.5 (103.0 mph) 2. Goode 55.0 (102.0 mph) 3. Barrett 55.5 (101.0 mph) 4. Shepherd 56.0 (100.0 mph) 5. Ashmore 56.5 (99.0 mph) 6. Lawson 57.0 (98.0 mph) 7. Worrall 57.5 (97.0 mph) 8. Miller 58.0 (96.0 mph) 9. Lawlor 58.5 (95.0 mph) 10. Miles 59.0 (94.0 mph)

Over 8500 cc class 1. Ward 54.5 (103.0 mph) 2. Goode 55.0 (102.0 mph) 3. Barrett 55.5 (101.0 mph) 4. Shepherd 56.0 (100.0 mph) 5. Ashmore 56.5 (99.0 mph) 6. Lawson 57.0 (98.0 mph) 7. Worrall 57.5 (97.0 mph) 8. Miller 58.0 (96.0 mph) 9. Lawlor 58.5 (95.0 mph) 10. Miles 59.0 (94.0 mph)

Over 9000 cc class 1. Ward 54.5 (103.0 mph) 2. Goode 55.0 (102.0 mph) 3. Barrett 55.5 (101.0 mph) 4. Shepherd 56.0 (100.0 mph) 5. Ashmore 56.5 (99.0 mph) 6. Lawson 57.0 (98.0 mph) 7. Worrall 57.5 (97.0 mph) 8. Miller 58.0 (96.0 mph) 9. Lawlor 58.5 (95.0 mph) 10. Miles 59.0 (94.0 mph)

Over 9500 cc class 1. Ward 54.5 (103.0 mph) 2. Goode 55.0 (102.0 mph) 3. Barrett 55.5 (101.0 mph) 4. Shepherd 56.0 (100.0 mph) 5. Ashmore 56.5 (99.0 mph) 6. Lawson 57.0 (98.0 mph) 7. Worrall 57.5 (97.0 mph) 8. Miller 58.0 (96.0 mph) 9. Lawlor 58.5 (95.0 mph) 10. Miles 59.0 (94.0 mph)

Over 10000 cc class 1. Ward 54.5 (103.0 mph) 2. Goode 55.0 (102.0 mph) 3. Barrett 55.5 (101.0 mph) 4. Shepherd 56.0 (100.0 mph) 5. Ashmore 56.5 (99.0 mph) 6. Lawson 57.0 (98.0 mph) 7. Worrall 57.5 (97.0 mph) 8. Miller 58.0 (96.0 mph) 9. Lawlor 58.5 (95.0 mph) 10. Miles 59.0 (94.0 mph)



Bob Meschem's E-type leads Roger Warrell's E-type out of the Hairpin.

Till discovered that Terry Hathaway found a way of beating him, namely Kleber tyres as against Till's Avons and his Midget finally broke a half-shaft in disgust.

The small clubmen's entry nevertheless produced a good dice between Aintree protagonists of the previous day, Bob Cochran, Bob Cuthbertson and Malcolm Jackson. Jackson's BGL assumed a misfire for a couple of laps before clearing itself in time for him to recover third from John Holroyd's U2 and set fastest lap. For first place, Cuthbertson was making Cochran work hard, the Bladon driver's first spell in front lasting a very short time as Cuthbertson forced inside at the Esses. Next time at the hairpin, however, the

without breaking the saloon record, after Dennis Nott's Escort V8 had briefly led off the line before expiring in its customary cloud of smoke. Tom Powell's 1.3 Cooper S was second, winning its class from the similar car of Greg Taft. Greg's brother, Paul, having only his second race, pressed Powell very hard indeed for the first six laps before the car overheated, while Tony Ward's ex-Tom Jeffrey Escort TC lost third overall on the last lap when the engine went bang expensively.

The FF final featured a fine scrap between Peter White and Mike Chittenden which the Palliser driver led for the first nine laps, until a neat piece of manoeuvring by Chittenden

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12,000 miles 12,000 miles
LANCIA 1000 PLAYA COUPE 1971
Mach 1 1 owner chrome glass radio stereo
12,000 miles 12,000 miles
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Finished in Everest white with black
trim Overdrive Radio stereo 12,000 miles
12,000 miles 12,000 miles

LOTUS 1100 130-5 French blue with
black trim 12,000 miles 12,000 miles
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COUPE 1 owner chrome glass radio stereo
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LOTUS SEVEN MK IV BIG VALVE
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BMW 1600 COUPE 1971 Mach 1 with
black trim 12,000 miles 12,000 miles
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1969 Finished in white with black
trim 12,000 miles 12,000 miles
LOTUS ELAN 1100 PH COUPE 1970
Finished in Sahara yellow with black
trim 12,000 miles 12,000 miles

FORD ESCORT RS 1600 NOV 1971
K REG A 1 owner chrome glass radio stereo
12,000 miles 12,000 miles
TVR TUSCAN 1966 V6 3 litre engine
12,000 miles 12,000 miles
LOTUS EUROPA 1970 J REG 1 owner
chrome glass radio stereo 12,000 miles
12,000 miles
FIAT 128 RALLY SALOON 1972
White with black trim 12,000 miles
12,000 miles
LOTUS ELAN DHC 1100 1968 White
with black trim 12,000 miles
12,000 miles
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12,000 miles 12,000 miles
MGB GT 1968 8 speed 12,000 miles
12,000 miles
TVR VIXEN III 1970 1600 GT
ENGINE 1 owner chrome glass radio stereo
12,000 miles 12,000 miles
LOTUS ELAN 1100 PH COUPE 1970
REG 1968 Red with black trim 12,000 miles
12,000 miles

MGB GT 1967 Superbly finished in
plaid chrome glass radio stereo 12,000 miles
12,000 miles
TRIUMPH TR6 COUPE 1968 White
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12,000 miles
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12,000 miles



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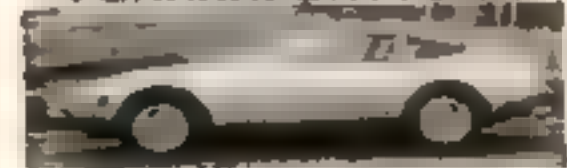


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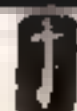
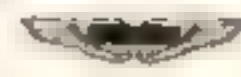
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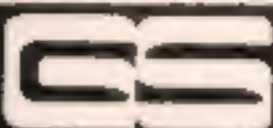
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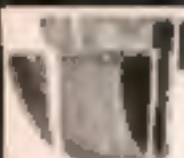
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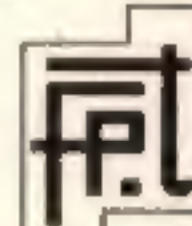
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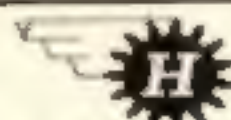
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